

PB88-916906

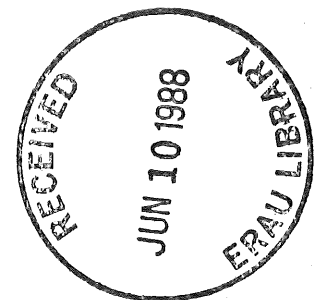


# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

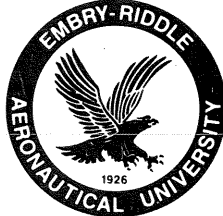
## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 2 OF 1987 ACCIDENTS**



NTSB/AAB-88/06

**UNITED STATES GOVERNMENT**



**JACK R. HUNT MEMORIAL LIBRARY**  
DAYTONA BEACH, FLORIDA 32014 • 904-239-6595

---

# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-88/06	2. Government Accession No. PB88-916906	3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1987 - Issue Number 2		5. Report Date May 2, 1988	
		6. Performing Organization Code	
7. Author(s)		8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594		10. Work Unit No.	
		11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1987 in Brief Format	
		14. Sponsoring Agency Code	
15. Supplementary Notes			
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  File Numbers: 0201 through 0400			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED	20. Security Classification (of this page) UNCLASSIFIED	21. No. of Pages 398	22. Price

## FOREWORD

The National Transportation Safety Board, in accordance with the provisions of Title VII of the Federal Aviation Act of 1958 (as amended) and Section 304(a) of the Independent Safety Board Act of 1974, has determined the probable cause(s) of the accidents reported herein.

This publication is issued eighteen (18) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

The enclosed computer briefs are the reports of the National Transportation Safety Board and thereby subject to the limitations of 49 USC 1441(e) which states:

"No part of any report or reports of the Board, relating to any accident or the investigation thereof, shall be admitted as evidence or used in any suit or action for damage growing out of any matter mentioned in such report or reports."

In reading these reports, it should be borne in mind that they are produced directly from records on magnetic disk by electronic data processing equipment. Due to spacing limitations a number of abbreviations are utilized in the narrative section. Therefore, caution should be exercised in reading this section on the Briefs of Accidents.

Collisions between aircraft are treated as one accident. An analysis is done on each aircraft involved in a collision. This produces two aircraft accident records per accident. Consequently, when compiling information on accidents involving collisions between aircraft, the number of accident records will exceed the number of accidents.

The Briefs of Accidents contain the essential information which fulfill most requirements of persons using these reports. However, for those having a need for more detailed information, the original factual reports are on file in the Washington Office of the National Transportation Safety Board. Upon request, these reports will be produced commercially for a fee to cover reproduction and postage. The cost will be assessed per printed page and photograph(s) reproduced.

Copies of material ordered will be mailed from the Washington business firm that holds the current contract for commercial reproduction of the Board's public files. Billing is also direct to you by the same company.



Orders for this material will also involve a user service charge by the Board for special services. This charge is in addition to the cost of commercial reproduction of material and will be included in the bill from the commercial reproduction firm.

Requests for reproduction should be forwarded to the:

National Transportation Safety Board  
Public Inquiries Section, AD-46  
800 Independence Avenue, S. W.  
Washington, D. C. 20594

## TABLE OF CONTENTS

	<u>Page</u>
Foreword.....	II
Table of Contents.....	IV
Explanatory Notes.....	V

## AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-381

## DEFINITIONS

The following definitions contained in CFR 49, Part 830, Paragraph 830.2 apply when used in this publication.

### Aircraft Accidents

An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all such persons have disembarked, and in which any person suffers death or serious injury as a result of being in or upon the aircraft or by direct contact with the aircraft or anything attached thereto, or in which the aircraft receives substantial damage.

### Fatal Injury

Any injury which results in death within 30 days of the accident.

### Serious Injury

Any injury which 1) requires hospitalization for more than 48 hours, commencing within 7 days from the date the injury was received; 2) results in a fracture of any bone (except simple fractures of fingers, toes, or nose); involves lacerations which cause severe hemorrhages, nerve, muscle, or tendon damage; 4) involves injury to any internal organ; or 5) involves second or third degree burns affecting more than 5 percent of the body surface.

### Substantial Damage

1) Except as provided in subparagraph (2) of this paragraph, substantial damage means damage or structural failure which adversely affects the structural strength, performance, or flight characteristics of the aircraft, and which would normally require major repair or replacement of the affected component. 2) Engine failure, damage limited to an engine, bent fairings or cowlings, dented skin, small punctured holes in the skin or fabric, ground damage to rotor or propeller blades, damage to landing gear, wheels, tires, flaps, engine accessories, brakes, or wingtips are not considered "Substantial Damage" for the purpose of this part.

## OCCURRENCE

Occurrence relates to the immediate circumstance of the event. Occurrences are numbered in descending order and directly relate to the phase of operation. Some examples of occurrences are as follows:

### Gear Collapsed

Collapse of the landing gear due to mechanical failure other than malfunction of the retracting mechanism.

### TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

The type of operating certificate/type of operation refers to the purpose for which the aircraft is being operated at the time of the accident. This type of operating certificate is broken into two categories. These categories are:

#### 1. GENERAL AVIATION

This operating certificate refers to operations involving U.S. and foreign aircraft owned and operated by persons, businesses, corporations, et cetera. This category also includes public use aircraft.

To further define General Aviation operations we have classified the following:

#### Personal

Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

#### Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

#### Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

#### Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

#### Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

## 2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

### Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

### Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

### PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

### CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

### BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

**FILE ORDER LISTING**

**ISSUE NUMBER 2**

**CALENDAR YEAR 1987**

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
201	8721H	031087	LESLIE, GA	GRUMMAN	G-164A	NONE	168
202	4353P	011587	ALBANY, GA	PIPER	PA-28-181	NONE	166
203	345TR	010487	GALLIPOLIS, OH	CESSNA	414	MINOR	290
204	129ER	042587	DAYTONA BEACH, FL	CESSNA	172P	NONE	152
205	49832	042387	ARCADOA, FL	CESSNA	152	NONE	150
206	6290P	031487	MERIDIAN, MS	PIPER	PA-24-250	SERIOUS	230
207	9322X	012487	SPOKANE, WA	CESSNA	182R II	NONE	372
208	1018H	010887	SHOAL COVE, AK	DEHAVILLAND	BEAVER DHC	NONE	2
209	8883M	031587	PALATKA, FL	BEECH	A23	NONE	118
210	218JA	031687	SARASOTA, FL	CESSNA	152	NONE	120
211	726FL	032087	MIAMI, FL	PIPER	PA-28-140	FATAL	122
212	88929	032287	HOMOSASSA, FL	BELL	47-D1	NONE	124
213	3304X	032887	VENICE, FL	CESSNA	310L	NONE	126
214	7344A	040187	JACKSON, MS	CESSNA	A150M	NONE	234
215	68557	010487	TUCSON, AZ	BELLANCA	8KCAB	MINOR	70
216	7515E	010987	OAKLAND, CA	CHAMPION	7EC	SERIOUS	78
217	54265	050787	NIGHTMUTE, AK	PIPER	PA-31-350	FATAL	20
218	2754D	050587	KENAI, AK	CESSNA	170B	SERIOUS	18
219	8780S	010187	NEWVILLE, AL	CESSNA	150F	FATAL	44
220	3655M	020187	VENICE, FL	PIPER	PA-28-161	FATAL	114
221	3571X	021987	OXFORD, MS	PIPER	PA-34-200T	FATAL	228
222	9731G	040387	FROSTPROOF, FL	CESSNA	180H	NONE	136
223	6767W	022187	HIXSON, TN	PIPER	PA-28-140	MINOR	332
224	24511	041987	MELBOURNE, FL	CESSNA	152	MINOR	146
226	78BL	010587	PALM CITY, FL	BEECH	V-35	FATAL	112



## File Order Listing - Issue No. 2, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
227	9563V	041287	RIDGELAND, SC	CESSNA	172 M	NONE	322
228	704EA	051687	CHINA GROVE, NC	CESSNA	150	NONE	252
230	8459M	020787	WEST MEMPHIS, AR	CESSNA	A150K	FATAL	56
231	40458	021187	COLO. SPRINGS, CO	BALLOON WORK	FIREFLY 7	SERIOUS	96
232	2691Z	020987	CEDAR CITY, UT	CESSNA	185C	NONE	358
233	8224X	012487	ROSWELL, NM	CESSNA	172B	NONE	274
234	2WF	010487	PUEBLO, CO	CESSNA	T210N	NONE	90
235	2803L	030787	GRAND LAKE, CO	RAVEN	S60A	NONE	102
236	9582V	020787	AIR FORCE ACADE, CO	CESSNA	172 M	NONE	94
237	1741F	021687	CARRIZOZO, NM	CESSNA	172H	MINOR	278
238	1013G	020587	FLORENCE, SC	SWEARINGEN	SA-226TC	NONE	318
239	6577B	010587	ALBUQUERQUE, NM	CESSNA	T210M	FATAL	268
240	6321X	012087	TAOS, NM	BEECH	A36	NONE	272
241	20DA	041987	DENVER, CO	SHORTS	SC7	MINOR	106
242	217JA	042687	ST.PETERSBURG, FL	CESSNA	172	NONE	156
243	25863	042587	MIAMI, FL	PIPER	J-3	NONE	154
244	202CH	042587	ROLLING FORK, MS	BELL	47G-2	NONE	240
245	32BB	041287	VENTURA, CA	GRUMMAN	G-44A	SERIOUS	84
246	506ES	040387	MIAMI, FL	PIPER	PA-31-350	NONE	134
247	9545U	041887	REDLANDS, CA	GRUMMAN	AA1C	MINOR	86
248	25111	050287	CHANDLER, AZ	PIPER	PA-38-112	NONE	72
249	1714S	041787	COLUMBUS, NM	AERO COMMAND	S-2D	MINOR	282
250	4069X	040687	CANDO, ND	AERO COMMAND	100-180	MINOR	260
252	80583	021787	ENDICOTT, NY	CESSNA	172-M	NONE	288
253	41531	030487	MIAMI, FL	PIPER	PA-34-200	NONE	116

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
254	9306W	032787	SAN LUIS OBISPO, CA	PIPER	PA-28-235	NONE	82
255	22470	020287	FLIPPIN, AR	PIPER	PA-34-200	NONE	54
256	7990V	013187	DELTA JUNCTION, AK	CESSNA	C-180-H	NONE	6
257	6558L	020187	WOODBIDGE, VA	CESSNA	152	NONE	364
258	457AF	031887	LAS VEGAS, NV	CESSNA	150	NONE	286
259	57133	010787	MILES CITY, MT	AERO COMMAND	690A	SERIOUS	242
260	98EL	061187	KING SALMON, AK	DEHAVILLAND	DHC-2	NONE	30
261	25503	031387	BOLIVAR, TN	CESSNA	152	NONE	334
262	1815Y	011287	EATONVILLE, WA	CESSNA	172	MINOR	370
263	36339	011187	BREMERTON, WA	BELLANCA	7KCAB	NONE	368
264	10780	011587	DEER PARK, AK	CESSNA	150L	MINOR	4
265	4878V	032787	MEDFORD, OR	BELLANCA	17-30	NONE	310
266	64728	031987	LOPEZ ISLAND, WA	CESSNA	172	NONE	374
267	31681	040187	LAVERNE, OK	PIPER	PA-32RT-30	NONE	302
268	3473F	010387	KENNASAW, GA	CESSNA	182J	NONE	164
269	6864U	011287	SPRING VALLEY, CA	MOONEY	M20C	MINOR	80
270	918AA	011887	ALBUQUERQUE, NM	AMERICAN AER	FALCON C	FATAL	270
271	92558	061587	KVICHAK BAY, AK	PIPER	PA-12	MINOR	34
272	9025V	030687	BISMARCK, ND	BEECH	58	NONE	258
273	63915	041687	ARGUSVILLE, ND	BOEING	A75N1	MINOR	262
274	6913L	013187	TAOS, NM	PIPER	PA-28-181	MINOR	276
275	3529W	031887	MISSOULA, MT	PIPER	PA-31-350	NONE	244
275	124AV	031887	MISSOULA, MT	SWEARINGEN	SA-226TC	NONE	246
276	72PB	040687	LA SALLE, CO	GRUMMAN	G-164A	SERIOUS	104
277	402BC	040387	ALTUS, OK	CESSNA	402B	NONE	304

## File Order Listing - Issue No. 2, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
278	22064	032887	PALESTINE, TX	CESSNA	150H	MINOR	352
279	3306R	031387	MIDLAND, TX	CESSNA	185A	NONE	346
281	9498D	022287	VENANGO, NE	PIPER	PA-18	FATAL	264
282	2315V	051087	CHANDLER, AZ	PIPER	PA-38-112	NONE	74
283	67SH	032187	SPRINGDALE, AR	GLASAIR	SH2	NONE	58
284	38077	032487	HOUSTON, MO	BEECH	BE-58	NONE	224
285	79179	040587	MUSCATINE, IA	CESSNA	172	NONE	184
286	654Y	032787	SHELBYVILLE, TN	GRUMMAN	G-164	NONE	336
287	1643	040187	MIAMI, FL	BOEING	727-295	SERIOUS	128
288	2510Y	040187	OLIVER SPRINGS, TN	CESSNA	172D	SERIOUS	338
289	31590	021887	NASHVILLE, TN	PIPER	PA-32RT-30	NONE	328
290	6880T	040287	MIAMI, FL	CESSNA	310D	NONE	132
291	25NA	040287	TITUSVILLE, FL	NORTH AMERIC	B-25-J	NONE	130
292	9504Y	032187	OXFORD, MS	CESSNA	T210N	MINOR	232
293	79RR	042287	YOUNGSTOWN, OH	BELL	B-206-1	NONE	296
296	68747	030887	COBURG, OR	CESSNA	152	NONE	308
297	8827M	021887	BUTLER, MO	BEECH	B-35	NONE	216
298	737NM	031087	NO. ATLANTIC OC, AO	CESSNA	TR182	NONE	52
299	671HA	012487	KANSAS CITY, MO	CESSNA	150M	NONE	214
300	200LK	030187	HAINES, AK	CONSOLIDATED	LAKE LA-4-	MINOR	12
301	712SF	031087	POINT LOOKOUT, MO	CESSNA	320E	MINOR	222
302	6001M	030187	GRAIN VALLEY, MO	BEECH	C23	NONE	218
303	3451X	021087	EUREKA, SD	MOONEY	M20C	MINOR	324
304	3439R	012887	LA JUNTA, CO	CESSNA	182L	MINOR	92
305	96857	052487	SOLDOTNA, AK	TAYLORCRAFT	BC-12D	SERIOUS	22

## File Order Listing - Issue No. 2, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
306	2940C	052987	NAKNEK, AK	CESSNA	180	NONE	24
307	5312B	020487	PAXSON, AK	CESSNA	182	MINOR	8
308	177BM	053087	ANCHORAGE, AK	CESSNA	185	MINOR	26
309	6978F	032887	FREMONT, MO	CESSNA	150F	NONE	226
310	20362	030287	MALDEN, MO	CESSNA	172	MINOR	220
311	7688N	011687	CORNING, IA	BEECH	A-36	MINOR	182
312	5084N	040487	BELGRADE, MT	BOEING	A75L3	NONE	248
313	1653G	040387	ROCK ROVER, WY	CHAMPION	7GCBC	SERIOUS	380
314	6328D	040987	BIG PINE KEY, FL	CESSNA	172N	NONE	142
315	9499Y	022087	WEST FARGO, ND	CESSNA	T210N	SERIOUS	256
316	4787H	052587	MARIETTA, OK	MOONEY	M20J	NONE	306
317	9728N	041887	ARCOLA, TX	HUNTER	EXECUTIVE	NONE	354
318	9257	013187	MARTINSVILLE, IN	ENSTROM	F-28A	NONE	192
319	6179Q	012587	WEST MIDDLETON, IN	CESSNA	152II	NONE	190
320	95695	061987	ILIAMNA, AK	TAYLORCRAFT	BC-12D	NONE	40
321	71724	061787	THEODORE RIVER, AK	CESSNA	182	MINOR	36
322	888DJ	022687	ENGLEWOOD, CO	GATES LEARJE	35A	NONE	98
323	5349G	061987	ALEXANDER RIVER, AK	DEHAVILLAND	DHC-2	NONE	38
324	4805B	012587	LANSING, IL	CESSNA	152	NONE	188
325	5593J	042087	BYRON CENTER, MI	PIPER	PA-32-260	NONE	210
326	62503	020487	HUNTINGTON, IN	CESSNA	172P	NONE	194
327	118MP	041087	HONOLULU, HI	NIHON	YS-11A	SERIOUS	180
328	4961C	041987	BALDWIN, MI	NAVION	A	SERIOUS	208
329	9663H	040587	FT. LAUDERDALE, FL	PIPER	PA-18-125	NONE	138
332	60765	032287	MONTVALE, VA	EAGLE BALLOO	C-7	SERIOUS	366

## File Order Listing - Issue No. 2, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
333	8896B	021487	CHARLEVOIX, MI	CESSNA	172	NONE	206
334	2629G	030587	ERIE, CO	CHAMPION	7KCAB	NONE	100
335	4612C	050287	APALACHICOLA, FL	CESSNA	T210N	NONE	158
336	3652B	042287	DUNDEE, MS	AIRTRACTOR	AT301	NONE	238
337	33592	041987	ZELLWOOD, FL	PIPER	J3C-65	NONE	148
338	704FT	013187	PINSON, AL	CESSNA	150M	FATAL	46
339	89627	041887	GAINESVILLE, FL	CESSNA	152	NONE	144
340	6154S	051987	PADUCAH, KY	AIR & SPACE	18A	MINOR	204
341	3628Z	051887	BEAUFORT, NC	GRUMMAN	G-164B	NONE	254
342	75961	040987	VIDALIA, GA	CESSNA	172N	NONE	172
343	6141S	040587	PADUCAH, KY	AIR & SPACE	18A	SERIOUS	202
344	70018	062887	ANCHORAGE, AK	CESSNA	185	NONE	42
345	3008Z	031787	FAIRBANKS, AK	PIPER	PA-22-20	NONE	14
346	123PG	060987	SPARREVOHN, AK	DEHAVILLAND	BEAVER U-6	NONE	28
347	102TC	020787	CLEAR, AK	PIPER	PA-18	NONE	10
348	6857J	052587	MAXWELL AFB, AL	PIPER	PA-28-200	NONE	50
349	70493	010487	HARTSVILLE, SC	CESSNA	172M	NONE	316
350	18HB	052787	WINDER, GA	BEECH	A36-TC	NONE	174
351	5814M	012487	MEMPHIS, TN	CESSNA	310P	FATAL	326
352	8678V	040587	NEW SMYRNA BCH, FL	BELLANCA	7GCBG	SERIOUS	140
354	3980X	052287	AUSTIN, TX	PIPER	PA-34-200T	NONE	356
355	228BG	020187	MIDLOTHIAN, TX	BURKHART-GRO	103A	NONE	344
356	76ND	012887	MEDFORD, OK	PIPER	PA-31	NONE	298
357	4901G	012187	FORT WORTH, TX	CESSNA	172N	NONE	342
358	7515C	042487	OMAHA, NE	FORNEY	ERCOUPE	NONE	266

## File Order Listing - Issue No. 2, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
359	1718W	042587	N LITTLE ROCK, AR	BEECH	V35B	MINOR	62
360	704UU	042187	WEST MEMPHIS, AR	CESSNA	150	NONE	60
361	2000A	042987	BRINKLEY, AR	GRUMMAN	G-164B	NONE	64
362	9256W	043087	GREELEY, CO	WEATHERLY	620	NONE	108
363	2356Y	041887	BROOKVILLE, OH	CESSNA	177	NONE	294
364	4974J	040487	LEBANON, TN	PIPER	PA-28R-180	NONE	340
365	6990V	032687	WINNSBORO, SC	MOONEY	M20F	NONE	320
366	8800U	043087	BLYTHVILLE, AR	CESSNA	172F	NONE	66
367	8802B	042387	LINCOLN, KS	EAGLE	DW-1	NONE	196
368	38687	050287	MEADE, KS	PIPER	PA-11	MINOR	200
369	1418Q	052587	HARRISON, AR	CESSNA	150L	NONE	68
370	9858V	050187	OTTAWA, KS	CESSNA	188	NONE	198
371	3767J	051887	FOREST CITY, IA	CESSNA	150G	NONE	186
372	8649G	051287	AKRON, CO	CESSNA	150	NONE	110
373	48590	052687	OGDEN, UT	CESSNA	152	NONE	362
374	73107	032487	DALLAS, TX	CONVAIR	CV-580	NONE	350
375	6785F	031587	KERRVILLE, TX	PIPER	PA-28-151	FATAL	348
376	40968	032187	PARK CITY, UT	RAVEN	S-77A	FATAL	360
377	8454H	051687	CAREFREE, AZ	CESSNA	T182	SERIOUS	76
378	6699Z	032687	BAINBRIDGE, GA	PIPER	PA-25	NONE	170
379	8864S	021187	COLONY, OK	AIR TRACTOR	AT-302	SERIOUS	300
382	1774R	041287	BURNETT INLET, AK	CESSNA	185	NONE	16
383	4298T	032887	NEWBERG, OR	PIPER	PA-28-140	NONE	312
384	65994	060587	SNOHOMISH, WA	CESSNA	172P	NONE	376
385	43944	061287	KETCHIKAN, AK	TAYLORCRAFT	BC12-D	NONE	32

## File Order Listing - Issue No. 2, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
386	5824J	022087	CROSSVILLE, TN	CESSNA	182P	FATAL	330
387	5596P	041987	CATALINA, CA	PIPER	PA-24-250	MINOR	88
388	29652	041787	PICKENS, MS	CESSNA	177	NONE	236
389	43867	050387	FT. LAUDERDALE, FL	DOUGLAS	DC-6A	NONE	160
390	1253M	050887	SAN JUAN, PR	CESSNA	337E	SERIOUS	314
391	5858D	070587	RED LODGE, MT	PIPER	PA-22-150	NONE	250
392	6124T	062787	DEMING, NM	CESSNA	182RG	NONE	284
393	6285Q	032287	CARLSBAD, NM	CESSNA	152	NONE	280
394	63597	053187	LAKE WALES, FL	CESSNA	172P	MINOR	162
395	90398	032287	BELLEFONTAINE, OH	CHAMPION	7FC	NONE	292
396	7734U	062987	DENMARK, GA	CESSNA	172E	NONE	176
397	99436	032287	COTTONDALE, AL	ENGINEERING	415-D	SERIOUS	48
398	7624	071287	MONROE, GA	SCHLEICHER	K8B	NONE	178
399	86079	020587	DODGEVILLE, WI	AERONCA	11AC	NONE	378
400	757SX	020687	LITTLE FALLS, MN	CESSNA	152	NONE	212





AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 2 OF 1987 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 208 1/08/87 SHOAL COVE, AK

A/C Reg. No. N1018H

Time (Lcl) - 1336 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-FOSTER GOODRICH	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-TAXI							

-----Aircraft Information-----

Make/Model	- DEHAVILLAND BEAVER DHC-2	Eng Make/Model	- P & W R985SB3	ELT Installed/Activated	- YES/NO
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRSTRIP	
Method	- ACFT RADIO	KETCHIKAN, AK			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC			
Wind Dir/Speed	- 130/026 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 6.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- WATER
Lowest Ceiling	- 1600 FT OVERCAST	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- WATER-CALM
Obstructions to Vision	- FOG	FULL STOP			
Precipitation	- SNOW				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 8300	Last 24 Hrs - UNK/NR
SE LAND, SE SEA	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DHC-2 AIR TAXI ACFT HAD LANDED AT SHOAL COVE, AK AND WAS STEP TAXIING TO THE FLOAT PLANE DOCK. DURING THE TAXI THE ACFT'S LEFT WING CONTACTED A WIRE CABLE ATTACHED TO AN "A" FRAME ACROSS THE PATH OF THE ACFT. THE CABLE HAD BEEN PUT UP THE DAY BEFORE AND WAS NOT MARKED.

Brief of Accident (Continued)

File No. - 208

1/08/87

SHOAL COVE, AK

A/C Reg. No. N1018H

Time (Lcl) - 1336 AST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE
  2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIDDEN OBSTRUCTION(S)
  3. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  4. UNSAFE/HAZARDOUS CONDITION - NOT IDENTIFIED - OTHER PERSON
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 264 1/15/87 DEER PARK, AK

A/C Reg. No. N10780

Time (Lcl) - 1520 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DEER PARK  
Runway Ident - 16  
Runway Lth/Wid - 6100/ 75  
Runway Surface - ASPHALT  
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)
Total	170
Make/Model	170
Instrument	0
Multi-eng	0
Last 24 Hrs	1
Last 30 Days	UNK/NR
Last 90 Days	39
Rotorcraft	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THE ACFT VEERED TO THE LEFT DURING ROLL OUT ON THE SNOW COVERED RUNWAY. THE ACFT CONTACTED A FROZEN SNOW BANK AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 264

1/15/87

DEER PARK, AK

A/C Reg. No. N10780

Time (Lcl) - 1520 PST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SNOW COVERED
  2. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 256      1/31/87      DELTA JUNCTION, AK      A/C Reg. No. N7990V      Time (Lcl) - 1100 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -BUSINESS	Fire	Crew	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA C-180-H	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FAIRBANKS, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - SNOW
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - SNOW - COMPACTED
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- UNK/NR	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 752
SE LAND	Months Since - 11	Make/Model- 109
	Aircraft Type - UNK/NR	Instrument- 51
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 43
		Rotorcraft - 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED A GLACIER LANDING IN DAYLIGHT CONDITIONS AND WAS UNABLE TO MAINTAIN SURFACE REFERENCE. HE FLEW ONTO THE ICE AND LOST CONTROL IN VARYING SURFACE WINDS.

Brief of Accident (Continued)

File No. - 256

1/31/87

DELTA JUNCTION, AK

A/C Reg. No. N7990V

Time (Lcl) - 1100 AST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED
5. WEATHER CONDITION - UNFAVORABLE WIND
6. DIRECTIONAL CONTROL - INADEQUATE - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - DELAYED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 307      2/04/87      PAXSON,AK      A/C Reg. No. N5312B      Time (Lc1) - 2130 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	1

-----Aircraft Information-----

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - IMC  
Wind Dir/Speed- VARIABLE  
Visibility - .200 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 300 FT OBSCURED  
Obstructions to Vision- UNK/NR  
Precipitation - SNOW  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
VALDEZ CREEK,AK  
Destination  
PALMER,AK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 48

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	609	Last 24 Hrs -	2
Make/Model-	120		Last 30 Days-	UNK/NR
Instrument-	11		Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT TOOK OFF AT NIGHT AND FLEW INTO INSTRUMENT CONDITIONS. HE HAD FAILED TO UNLOCK THE DIRECTION GYRO UNTIL THE ACFT ENTERED THE CLOUDS. THE ACFT CRASHED 32 MILES FROM THE DEPARTURE POINT DUE TO FUEL EXHAUSTION. AUTOMOTIVE FUEL WAS BEING USED IN THE ACFT WITHOUT AN STC. THE TOP SPARK PLUGS WERE FOUND SOOT COVERED EVENTHOUGH THEY HAD BEEN CLEANED JUST PRIOR TO THIS FLT. A SMALL AMOUNT OF FUEL WAS FOUND IN THE RIGHT WING FUEL TANK.



Brief of Accident (Continued)

File No. - 307

2/04/87

PAXSON, AK

A/C Reg. No. N5312B

Time (Lcl) - 2130 AST

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. FLUID, FUEL - IMPROPER
2. MIXTURE - IMPROPER -
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. FLIGHT/NAV INSTRUMENTS, DIRECTIONAL GYRO - LOCKED
5. MIXTURE CONTROL - IMPROPER
6. MIXTURE - IMPROPER -
7. JUDGEMENT - POOR - PILOT IN COMMAND
8. WEATHER CONDITION - OBSCURATION
9. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
10. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

11. BECAME LOST/DISORIENTED - UNCONTROLLED - PILOT IN COMMAND
12. TERRAIN CONDITION - MOUNTAINOUS/HILLY
13. LIGHT CONDITION - NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,8,10

Factor(s) relating to this accident is/are finding(s) 2,5,7,9,11,12,13

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 347      2/07/87      CLEAR,AK

A/C Reg. No. N102TC

Time (Lcl) - 1345 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - PIPER PA-18

Eng Make/Model - LYCOMING O-320-A2A

ELT Installed/Activated - YES/YES

Landing Gear - SKI

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1750

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FAIRBANKS,AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

STOP AND GO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CLEAR

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - SNOW

Runway Status - SNOW - CRUSTED

DRY

-----Personnel Information-----

Pilot-In-Command

Age - 39

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2659

Last 24 Hrs - 3

SE LAND,SE SEA

Months Since - 13

Make/Model- 1074

Last 30 Days- UNK/NR

Aircraft Type - U-206

Instrument- 62

Last 90 Days- 85

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE SKI EQUIPPED AIRPLANE STATED HE TAXIED TOO FAST AFTER LANDING AND DAMAGED THE AIRPLANE AFTER THE RIGHT SKI TOED INTO A LARGE SNOW DRIFT ON ROUGH SURFACE ICE.

Brief of Accident (Continued)

File No. - 347

2/07/87

CLEAR,AK

A/C Reg. No. N102TC

Time (Lc1) - 1345 AST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. LANDING GEAR,SKI ASSEMBLY - JAMMED
3. PLANNING-DECISION - INADEQUATE - PILOT IN COMMAND
4. LANDING GEAR,MAIN GEAR ATTACHMENT - FAILURE,TOTAL
5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 300      3/01/87      HAINES,AK      A/C Reg. No. N200LK      Time (Lcl) - 1330 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire  
NONE

Fatal

Crew 0  
Pass 0

Injuries

Serious

0  
0

Minor

1  
1

None

0  
0

-----Aircraft Information-----

Make/Model - CONSOLIDATED LAKE LA-4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 360/035 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 7500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NORTHWAY,AK

Destination

JUNEAU,AK

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,SE SEA

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 355  
Make/Model- 270  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 9  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE AT CRUISE A TOTAL LOSS OF ENGINE OIL PRESSURE OCCURRED WITH THE ENGINE SEIZING SHORTLY AFTERWARDS. THE AIRCRAFT WAS FORCE LANDED INTO TREES IN A REMOTE AREA. THE AIRCRAFT CAME TO REST INVERTED. DUE TO THE POSITION OF THE AIRCRAFT, EXAMINATION OF THE ENGINE WAS NOT POSSIBLE. CAUSE OF THE LOSS OF OIL PRESSURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 300

3/01/87

HAINES,AK

A/C Reg. No. N200LK

Time (Lc1) - 1330 AST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. FLUID,OIL - NO PRESSURE
2. ENGINE ASSEMBLY - OVERTEMPERATURE
3. ENGINE ASSEMBLY - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 345      3/17/87      FAIRBANKS,AK      A/C Reg. No. N3008Z      Time (Lcl) - 1142 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-22-20  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1950  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - UNK/NR

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 60.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
FAIRBANKS,AK  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

FAIRBANKS INT'L ARPT  
Runway Ident      - 19L  
Runway Lth/Wid      - 3200/ 60  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 32  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 53  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST CONTROL OF THE ACFT WHICH GROUND LOOPED DURING A STOP AND GO LANDING ROLL. INSPECTION REVEALED THE RIGHT BRAKE MASTER CYLINDER ACTUATOR ROD FAILED.

Brief of Accident (Continued)

File No. - 345

3/17/87

FAIRBANKS,AK

A/C Reg. No. N3008Z

Time (Lcl) - 1142 AST

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,PARTIAL
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,INADEQUATE TRAINING - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 382      4/12/87      BURNETT INLET, AK      A/C Reg. No. N1774R      Time (Lcl) - 1650 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier -DAVID WARNER	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - UNK/NR Method - UNK/NR Completeness - UNK/NR Basic Weather - VMC Wind Dir/Speed- 190/015 KTS Visibility - 9.0 SM Lowest Sky/Clouds - Lowest Ceiling - 2000 FT OVERCAST Obstructions to Vision- NONE Precipitation - RAIN Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point WRANGELL, AK Destination BURNETT INLET, AK  <b>ATC/Airspace</b> Type of Flight Plan - VFR Type of Clearance - NONE Type Apch/Lndg - FULL STOP	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - WATER Runway Status - WATER-CALM
---	--	--

-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL, CFI SE LAND, ME LAND, SE SEA	Age - 40 Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 4416 Make/Model- 117 Instrument- 49 Multi-Eng - 16 Last 24 Hrs - 2 Last 30 Days- UNK/NR Last 90 Days- 230
---	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LEFT THE LANDING GEAR IN THE DOWN POSITION AFTER TAKEOFF. DURING THE WATER LANDING, WITH THE GEAR IN THE DOWN POSITION, THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 382

4/12/87

BURNETT INLET, AK

A/C Reg. No. N1774R

Time (Lcl) - 1650 ADT

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND
2. TERRAIN CONDITION - WATER, GLASSY

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 218      5/05/87      KENAI, AK

A/C Reg. No. N2754D

Time (Lcl) - 2100 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
0	2	0	0	
0	0	0	0	

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire - NONE  
Crew -  
Pass -

-----Aircraft Information-----

Make/Model - CESSNA 170B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-340-1A1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 170 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 050/005 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND, SE SEA

Age - 41  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-170

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 964  
Make/Model- 52  
Instrument- 3  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED DURING A LOW LEVEL FLIGHT ABOVE THE TREES, THE AIRCRAFT STARTED TO VIBRATE. A FEW SECONDS LATER THE PROPELLER COMPLETELY SEPARATED FROM THE AIRCRAFT. THE PROPELLER WAS NOT LOCATED IN THE WOODED AREA. THE PROPELLER SEPARATED FROM THE AIRCRAFT FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 218

5/05/87

KENAI, AK

A/C Reg. No. N2754D

Time (Lc1) - 2100 ADT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 217      5/07/87      NIGHTMUTE,AK      A/C Reg. No. N54265      Time (Lcl) - 1415 ADT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -PHILIP BINGMAN	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J2BD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6315	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BETHEL,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 500 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE,COMMERCIAL,ATP	Current - YES	Total - 7040
SE LAND,ME LAND	Months Since - 2	Make/Model- 20
	Aircraft Type - PA-31	Instrument- 720
		Multi-Eng - 5083
		Last 24 Hrs - 3
		Last 30 Days- 10
		Last 90 Days- 20

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE AIRCRAFT WAS DESTROYED WHEN THE AIRCRAFT STRUCK A 350 FOOT HIGH HILL ALONG ITS ROUTE. THIS FLIGHT WAS A PART 135 ON-DEMAND AIR TAXI CARGO FLIGHT. SEVERAL OTHER AIR TAXI OPERATORS AND COMPANY AIRCRAFT ELECTED TO CANCEL THEIR FLIGHTS. BOTH GROUND REPORTS AND PILOT REPORTS STATED THE WEATHER IN THE AREA OF THE ACCIDENT WAS CEILINGS BELOW 500 FEET AND VISIBILITY LESS THAN ONE MILE.

Brief of Accident (Continued)

File No. - 217

5/07/87

NIGHTMUTE,AK

A/C Reg. No. N54265

Time (Lc1) - 1415 ADT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
  3. WEATHER CONDITION - FOG
  4. WEATHER CONDITION - LOW CEILING
  5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 305      5/24/87      SOLDOTNA, AK      A/C Reg. No. N96857      Time (Lcl) - 1900 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 230/008 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SOLDOTNA, AK  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 20  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 280  
Make/Model- 208  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 190

Instrument Rating(s) - NONE

-----Narrative-----

THE 280 HOUR PRIVATE PILOT WAS OBSERVED DOING STEEPLY BANKED TURNS IN EXCESS OF 90 DEGREES, INSIDE LOOPS AND OTHER AEROBATIC MANEUVERS, PRIOR TO ENTERING A SPIN AT AN ESTIMATED ALTITUDE OF 1500 TO 2000 FEET. THE AIRPLANE COMPLETED APPROXIMATELY 8 TURNS PRIOR TO SPIN RECOVERY AND STRUCK TREES DURING THE PULL-UP PHASE OF THE RECOVERY. THE PILOT REMAINED CONSCIOUS AND WAS ABLE TO CRAWL AWAY FROM HIS BADLY DAMAGED AIRPLANE. A VIDEO CAMERA INSIDE THE AIRPLANE RECORDED THE AEROBATICS AND CRASH SCENARIO.

Brief of Accident (Continued)

File No. - 305

5/24/87

SOLDOTNA,AK

A/C Reg. No. N96857

Time (Lcl) - 1900 ADT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  3. AEROBATICS - PERFORMED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/SPIN - INTENTIONAL - PILOT IN COMMAND
  6. REMEDIAL ACTION - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 306      5/29/87      NAKNEK, AK      A/C Reg. No. N2940C      Time (Lcl) - 1030 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0
Accident Occurred During -LANDING			0	0
			0	1
			0	0

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-K	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	KING SALMON, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAKNEK, AK	SOUTH NAKNEK NO. 2
Wind Dir/Speed- 060/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 101
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - C-152	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT ELECTED TO LAND AT AN ABANDONED ARPT ON AN UNMAINTAINED DIRT TAXIWAY ADJOINING THE GRAVEL RWY INORDER TO REDUCE THE CROSSWIND COMPONENT. THE ACFT HIT A SOFT SPOT DURING THE LANDING ROLL AND NOSED OVER. THE U.S. DEPT OF COMMERCE'S ALASKA AVIATION SUPPLEMENT CONTAINS THE FOLLOWING NOTATION REGARDING THE RWY: "RWY CONDITION NOT MONITERED, RECOMMEND VISUAL INSPECTION PRIOR TO USING; 1100 FOOT EXTENSION IS ROAD AND TAXIWAY JOINING TWO RUNWAYS."



Brief of Accident (Continued)

File No. - 306

5/29/87

NAKNEK, AK

A/C Reg. No. N2940C

Time (Lcl) - 1030 ADT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 308      5/30/87      ANCHORAGE, AK      A/C Reg. No. N177BM      Time (Lcl) - 1435 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
				0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	DILLINGHAM, AK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	ANCHORAGE INTERNATIONAL
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Ident - 06L
Visibility - 90.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 9565
SE LAND, SE SEA	Months Since - 12	Make/Model- 850
	Aircraft Type - DHC-2	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LANDED ON AN ASPHALT SURFACED RUNWAY WITH A CESSNA 185 AIRPLANE THAT HAD BEEN MODIFIED TO ACCEPT EXTREMELY LARGE "TUNDRA" TIRES, WHICH ARE INTENDED PRIMARILY FOR OFF-AIRPORT AND GRAVEL RUNWAY LANDINGS. THE PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 308

5/30/87

ANCHORAGE, AK

A/C Reg. No. N177BM

Time (Lcl) - 1435 ADT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - OTHER
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 346      6/09/87      SPARREVOHN,AK      A/C Reg. No. N123PG      Time (Lcl) - 1300 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - DEHAVILLAND BEAVER U-6A  
Landing Gear - FLOAT  
Max Gross Wt - 5090  
No. of Seats - 1

Eng Make/Model - P&W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 135/020 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - 4000 FT  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SPARREVOHN,AK  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)  
Type of Clearance - NONE  
Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING  
FULL STOP

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NUSHAGAK RIVER  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - WATER  
Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - DHC-2

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 7620      Last 24 Hrs - 0  
Make/Model- 850      Last 30 Days- 40  
Instrument- 110      Last 90 Days- 87  
Multi-Eng - 420

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT JUST PRIOR TO TOUCHDOWN HE ENCOUNTERED A WIND SHEAR. THE ACFT STALLED AND CRASHED ON THE GRAVEL BAR.

Brief of Accident (Continued)

File No. - 346

6/09/87

SPARREVOHN,AK

A/C Reg. No. N123PG

Time (Lcl) - 1300 ADT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - WINDSHEAR
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - NOT IDENTIFIED - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 260      6/11/87      KING SALMON, AK      A/C Reg. No. N98EL      Time (Lcl) - 1030 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	5

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEDOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-2  
Landing Gear - FLOAT  
Max Gross Wt - 5100  
No. of Seats - 6

Eng Make/Model - P&W R-985  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 450 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 13  
Aircraft Type - DHC-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6312  
Make/Model- 2600  
Instrument- 136  
Last 24 Hrs - 4  
Last 30 Days- 40  
Last 90 Days- 112

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE STARTED HIS TAKEOFF RUN IN THE MIDDLE OF THE LAKE. THE AIRCRAFT OVERRAN THE LAKE AND ENDED UP ON THE TUNDRA APPROXIMATELY 75 YARDS FROM THE LAKE SHORE.

Brief of Accident (Continued)

File No. - 260

6/11/87

KING SALMON, AK

A/C Reg. No. N98EL

Time (Lcl) - 1030 ADT

---

Occurrence #1            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  4. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  5. LIFT-OFF - NOT OBTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 385      6/12/87      KETCHIKAN,AK      A/C Reg. No. N43944      Time (Lcl) - 1730 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D  
Landing Gear - FLOAT  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 85 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
KETCHIKAN,AK  
Destination  
LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 150/011 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 2300 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,SE SEA

Age - 28

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - BC12D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	493	Last 24 Hrs -	1
Make/Model-	361	Last 30 Days-	15	
Instrument-	4	Last 90 Days-	40	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A HARD LANDING WHILE ATTEMPTING TO LAND ON SMOOTH, GLASSY WATER. THE LANDING GEAR FLOAT RIGGING BROKE ON IMPACT WHICH ALLOWED THE ACFT TO ENTER THE WATER. THE ACFT FILLED WITH WATER AND SANK.



Brief of Accident (Continued)

File No. - 385

6/12/87

KETCHIKAN, AK

A/C Reg. No. N43944

Time (Lc1) - 1730 ADT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
  5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 271      6/15/87      KVICHAK BAY, AK      A/C Reg. No. N92558      Time (Lcl) - 1500 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2000
SE LAND	Months Since - 25	Last 24 Hrs - 2
	Aircraft Type - PA12	Make/Model- 2000
		Last 30 Days- 10
		Instrument- 4
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF THE AIRCRAFT'S ENGINE LOST POWER; THE AIRCRAFT STALLED AND CRASHED ON THE GRAVEL BAR. THE PILOT ALSO STATED HE DID NOT KNOW HOW MUCH FUEL WAS ON BOARD THE AIRCRAFT AND HE DID NOT REMEMBER THE LAST TIME HE FUELED THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 271

6/15/87

KVICHAK BAY, AK

A/C Reg. No. N92558

Time (Lc1) - 1500 ADT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - EXCEEDED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
4. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 321      6/17/87      THEODORE RIVER, AK      A/C Reg. No. N71724      Time (Lcl) - 2030 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries		
		SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation	-PERSONAL	Fire		0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	1
Accident Occurred During	-TAKEOFF					1

-----Aircraft Information-----

Make/Model	- CESSNA 182	Eng Make/Model	- CONTINENTAL O-470	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	Runway Ident
Wind Dir/Speed	- CALM		- N/A
Visibility	- 100.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1081	Last 24 Hrs - 1
SE LAND	Months Since - 7	Make/Model - 1020	Last 30 Days - 10
	Aircraft Type - C-182	Instrument - 72	Last 90 Days - 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE TAKEOFF ROLL THE ACFT'S LEFT MAIN GEAR STRUCK A CULVERT IN THE ROAD. THE ACFT BECAME AIRBORNE PRIOR TO REACHING ROTATION SPEED. THE PLT REDUCED POWER TO ABORT THE TAKEOFF. THE NOSE WHEEL STRUCK A STUMP ON THE ROAD AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 321

6/17/87

THEODORE RIVER, AK

A/C Reg. No. N71724

Time (Lc1) - 2030 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. TERRAIN CONDITION - SOFT
4. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
7. STALL/MUSH

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

8. TERRAIN CONDITION - TREE(S)

Occurrence #4 NOSE OVER  
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 323      6/19/87      ALEXANDER RIVER, AK      A/C Reg. No. N5349G      Time (Lcl) - 1530 ADT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-LINDEY H. KETCHUM	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	Fatal	Serious	Minor	None
Accident Occurred During	-TAKEOFF		Pass	0	0	0	1
				0	0	0	4

-----Aircraft Information-----

Make/Model	- DEHAVILLAND DHC-2	Eng Make/Model	- P&W R-985-AN39	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5090	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	ANCHORAGE, AK			
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 3500 FT	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Ceiling	- 3500 FT OVERCAST	Type of Clearance	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - NO	Total - 15000	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 2500	Last 30 Days - 100
	Aircraft Type - DHC-2	Instrument - 400	Last 90 Days - 175
		Multi-Eng - 7500	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN THE LEFT FLOAT CONTACTED A HIDDEN SAND BAR. THE AIRCRAFT THEN NOSED OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 323

6/19/87

ALEXANDER RIVER, AK

A/C Reg. No. N5349G

Time (Lcl) - 1530 ADT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - NOT IDENTIFIED - PILOT IN COMMAND
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

Occurrence #2 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 320      6/19/87      ILIAMNA, AK      A/C Reg. No. N95695      Time (Lcl) - 1200 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	1

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRAVEL  
Runway Status - DRY

Wind Dir/Speed- 180/010 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 6000 FT  
Lowest Ceiling - 6000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 41  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 83      Last 24 Hrs - 3  
Make/Model- 83      Last 30 Days- 9  
Instrument- 1      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT STATED THAT DURING A LANDING ROLL ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.



Brief of Accident (Continued)

File No. - 320

6/19/87

ILIAMNA,AK

A/C Reg. No. N95695

Time (Lcl) - 1200 ADT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 344      6/28/87      ANCHORAGE, AK      A/C Reg. No. N70018      Time (Lcl) - 1056 ADT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3320	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	LAKE CREEK, AK	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	MERRILL
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 33
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
- 5000 FT SCATTERED	Type of Clearance	- 2469/ 60
Lowest Ceiling	- NONE	Runway Surface
- 7000 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FULL STOP	Runway Status
- NONE		- DRY
Precipitation		
- NONE		
Condition of Light		
- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 423
SE LAND, SE SEA	Months Since	- 10	Make/Model- 310
	Aircraft Type	- C-185	Instrument- 10
			Last 24 Hrs - 2
			Last 30 Days- 4
			Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS STALLED ON SHORT FINAL FOR LANDING. IT TOUCHED DOWN HARD ON THE RWY AND DIRECTIONAL CONTROL WAS LOST. THE ACFT VEERED OFF THE RIGHT SIDE OF THE RWY AND STRUCK TWO PARKED ACFT.

Brief of Accident (Continued)

File No. - 344

6/28/87

ANCHORAGE, AK

A/C Reg. No. N70018

Time (Lc1) - 1056 ADT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL/MUSH

Occurrence #2      HARD LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - AIRCRAFT PARKED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 219      1/01/87      NEWVILLE,AL      A/C Reg. No. N8780S      Time (Lcl) - 1210 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 150F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 100 HP

ELT Installed/Activated      - YES/YES

Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed      - 300/010 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - 1800 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision      - NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

OZARK,AL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - N/A

Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

HELICOPTER

Age      - 42

Biennial Flight Review

Current      - YES

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 5721

Make/Model      - 1

Instrument      - 535

Multi-Eng      - 2978

Last 24 Hrs      - 1

Last 30 Days      - 28

Last 90 Days      - UNK/NR

Rotorcraft      - 2488

Instrument Rating(s)      - AIRPLANE,HELICOPTER

-----Narrative-----

THE AIRCRAFT WAS OBSERVED FLYING AT LOW LEVELS DURING AN ORIENTATION/PLEASURE FLIGHT FOR A FRIEND'S OUT-OF-TOWN RELATIVE VISITING OVER THE HOLIDAYS. THE PROFESSIONAL MILITARY PILOT HAD BEEN CHECKED OUT IN THE CIVILIAN CESSNA 150 SIX WEEKS PRIOR TO THE ACCIDENT. THE PILOT'S RECORD INDICATED NO PRIOR CIVILIAN FLIGHT EXPERIENCE. THE AIRCRAFT WAS FOUND IN A WOODED AREA AFTER COLLIDING WITH TREES AT 137 MPH AT A 33 DEGREE DESCENT ANGLE. THE INVESTIGATION DID NOT REVEAL ANY MECHANICAL MALFUNCTIONS OR FAILURES WITH THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 219

1/01/87

NEWVILLE, AL

A/C Reg. No. N8780S

Time (Lcl) - 1210 CST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - TREE(S)
  2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 338      1/31/87      PINSON,AL      A/C Reg. No. N704FT      Time (Lcl) - 1555 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

TURKEY CREEK  
Runway Ident      - 36  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 28  
Biennial Flight Review  
Current      - NO  
Months Since      - 31  
Aircraft Type - C-150

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- 176
Make/Model-	176
Instrument-	5
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF THE ENG QUIT AND RESTARTED MORE THAN ONCE. THE ACFT WAS TURNED BACK TOWARD THE DEPARTURE RWY. DURING THE TURN, THE WING STRUCK A TREE, CONTROL WAS LOST, AND THE ACFT COLLIDED WITH THE GROUND. EXAMINATION OF THE ENG REVEALED LOW COMPRESSION ON THE #4 CYLINDER AND ARCING OF THE #4 SPARK PLUG LEAD. THE PLT HAD NOT HAD A BFR SINCE RECEIVING PVT CERTIFICATION 31 MONTHS PRIOR TO THE ACCIDENT. THE AIRCRAFT WAS OVERDUE FOR ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 338

1/31/87

PINSON,AL

A/C Reg. No. N704FT

Time (Lcl) - 1555 CST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - LOW COMPRESSION
  2. IGNITION SYSTEM,IGNITION LEAD - DETERIORATED
  3. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

4. OBJECT - TREE(S)
  5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 397      3/22/87      COTTONDALE, AL      A/C Reg. No. N99436      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During      -LANDING			0	1	0
			0		0

-----Aircraft Information-----

Make/Model      - ENGINEERING & RESEARCH 415-D	Eng Make/Model      - CONTINENTAL C-85	ELT Installed/Activated      - YES/NO
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 1400	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 85 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	RAINEY FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 08
Visibility      - 10.0      SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 2300
Lowest Sky/Clouds      - 25000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 54	Medical Certificate      - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 162
SE LAND	Months Since      - 29	Last 24 Hrs      - 0
	Aircraft Type      - ER 415	Make/Model- 133
		Last 30 Days- 0
		Instrument- 2
		Last 90 Days- 0

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT PERFORMED A TOUCH-AND-GO AFTER TAKEOFF. DURING THE TAKEOFF PHASE OF THE TOUCH-AND-GO, THE ACFT ENG QUIT. THE ACFT WAS FORCE LANDED IN TREE. POST ACCIDENT INSPECTION FAILED TO REVEAL ANY FAILURE/MALFUNCTION.



Brief of Accident (Continued)

File No. - 397

3/22/87

COTTONDALE, AL

A/C Reg. No. N99436

Time (Lc1) - 1630 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)  
2. TERRAIN CONDITION - TREE(S)

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 348      5/25/87      MAXWELL AFB, AL      A/C Reg. No. N6857J      Time (Lcl) - 1950 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During	-LANDING					

----Aircraft Information----

Make/Model - PIPER PA-28-200	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 200 HP	

----Environment/Operations Information----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MAXWELL AFB
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7000/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

----Personnel Information----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 110
SE LAND	Months Since - 1	Make/Model- 6
	Aircraft Type - PA-28	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 27
		Rotorcraft - 6

Instrument Rating(s) - NONE

----Narrative----

DURING THE LANDING ROLL, THE PILOT LOST DIRECTIONAL CONTROL OF THE ACFT. THE RIGHT MAIN AND NOSE GEARS COLLAPSED. INSPECTION OF THE ACFT FAILED TO REVEAL ANY SYSTEM MALFUNCTION/FAILURE.

Brief of Accident (Continued)

File No. - 348

5/25/87

MAXWELL AFB,AL

A/C Reg. No. N6857J

Time (Lcl) - 1950 CDT

-----  
Occurrence #1        GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR,MAIN GEAR - OVERLOAD
2. LANDING GEAR,NOSE GEAR - OVERLOAD
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 298      3/10/87      NO.ATLANTIC OC,AO      A/C Reg. No. N737NM      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - FERRY	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540 L3C5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2475	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GANDER	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	SHANNON	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- UNK/NR	FORCED LANDING	
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 366
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - TR182	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED CANADA ON A NORTH ATLANTIC FERRY FLIGHT TO SHANNON IRELAND AFTER JUMP STARTING THE AIRCRAFT BECAUSE HE LEFT THE MASTER SWITCH ON OVERNIGHT. ABOUT 750 MILES WEST OF THE IRISH COAST THE ELECTRICAL SYSTEM FAILED AND HE COULD NOT TRANSFER FUEL FROM THE FERRY TANKS. THE ENGINE FAILED AND THE AIRCRAFT WAS DITCHED AND SANK. THE PILOT WAS RESCUED.

Brief of Accident (Continued)

File No. - 298

3/10/87

NO. ATLANTIC OC, A0

A/C Reg. No. N737NM

Time (Lc1) - UNK/NR

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. PREFLIGHT PLANNING/PREPARATION - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation CRUISE - NORMAL

Finding(s)

6. FLUID, FUEL - STARVATION
7. FUEL SYSTEM - DISABLED

Occurrence #3 DITCHING  
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 255      2/02/87      FLIPPIN,AR

A/C Reg. No. N22470

Time (Lcl) - 1415 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
1

-----Aircraft Information-----

Make/Model      - PIPER PA-34-200  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 7

Eng Make/Model - CONTINENTAL TSIO-360-EB1A      ELT Installed/Activated - YES/NO  
Number Engines - 2      Stall Warning System - YES  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 220/013 KTS  
Visibility      - 3.000 SM  
Lowest Sky/Clouds -  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
HARRISON,AR  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MARION COUNTY REGIONAL  
Runway Ident      - 04  
Runway Lth/Wid      - 3475/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 47

Biennial Flight Review

Current      - YES  
Months Since      - 6  
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1517      Last 24 Hrs - 1  
Make/Model- 212      Last 30 Days- UNK/NR  
Instrument- 138      Last 90 Days- 46  
Multi-Eng - 233      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT IMMEDIATELY UPON TOUCHDOWN, THE NOSE SLOWLY DESCENDED TO THE RUNWAY. THE AIRPLANE SLID FOR 450 FEET BEFORE IT STOPPED. A SUPPORT BRACKET AND AN ANGLE WAS FOUND BROKEN. IT HAS NOT BEEN DETERMINED IF THE PARTS WERE BROKEN BEFORE OR AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 255

2/02/87

FLIPPIN,AR

A/C Reg. No. N22470

Time (Lc1) - 1415 CST

---

Occurrence #1 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,PARTIAL
  2. LANDING GEAR,NOSE GEAR ASSEMBLY - UNDETERMINED
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 230      2/07/87      WEST MEMPHIS, AR      A/C Reg. No. N8459M      Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A150K	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 300/007 KTS	ATC/Airspace
Visibility	- 10.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- 25000 FT SCATTERED	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total - 188
SE LAND	Months Since	- UNK/NR	Make/Model - 1
	Aircraft Type	- UNK/NR	Instrument - 5
			Multi-Eng - UNK/NR
			Last 24 Hrs - UNK/NR
			Last 30 Days - UNK/NR
			Last 90 Days - 9
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS MAKING LOW PASSES OVER THE EDGE OF A TRAILER PARK AND AT THE END OF EACH PASS, IT WOULD CLIMB ALMOST STRAIGHT UP AND THEN MAKE A STEEP BANKED TURN AND DIVE FOR ANOTHER PASS. AT THE END OF THE LAST PULLUP, THE AIRPLANE MADE AN ABRUPT STEEP TURN AND DESCENDED INTO THE GROUND.



Brief of Accident (Continued)

File No. - 230

2/07/87

WEST MEMPHIS, AR

A/C Reg. No. N8459M

Time (Lcl) - 1700 CST

---

Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. LOW PASS - INTENTIONAL - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 283      3/21/87      SPRINGDALE, AR      A/C Reg. No. N67SH      Time (Lcl) - 1249 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT				0	0	0

-----Aircraft Information-----

Make/Model - GLASAIR SH2	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MUNICIPAL
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5300/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 189
SE LAND	Months Since - 6	Make/Model- 64
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF, THE ENGINE STOPPED AND THE ACFT COLLIDED WITH TREES AND THEN THE TERRAIN. INSPECTION REVEALED CONTAMINATION IN THE FUEL TANK, THE LINES AND THE FILTER. CONTAMINATION WAS WATER, DIRT, STRAW AND GRAVEL. THE FUEL BEING USED WAS REGULAR AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 283

3/21/87

SPRINGDALE, AR

A/C Reg. No. N67SH

Time (Lcl) - 1249 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 360      4/21/87      WEST MEMPHIS, AR      A/C Reg. No. N704UU      Time (Lcl) - 0820 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During - LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MONROE, LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	JONESBORO, AR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 25000 FT	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 120
SE LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN 1.6 HRS ON A PREVIOUS FLT SINCE BEING TOPPED OFF WITH FUEL. AT THE END OF 2 HRS AND 11 MINS, DURING THE ACCIDENT FLT, THE ENG QUIT. THE FUEL TANKS WERE FOUND TO BE EMPTY WITH NO BROKEN FUEL LINES. DURING THE POST ACCIDENT EXAM, IT WAS FOUND THAT THE LEFT FUEL QUANTITY GAGE OPERATED NORMALLY AND THE RIGHT ONE REMAINED ON THE FULL POSITION. DURING THE FORCED LANDING, THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 360

4/21/87

WEST MEMPHIS, AR

A/C Reg. No. N704UU

Time (Lc1) - 0820 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT OBTAINED - PILOT IN COMMAND
3. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INCORRECT
4. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 359      4/25/87      N LITTLE ROCK,AR      A/C Reg. No. N1718W      Time (Lc1) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -FERRY  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model      - BEECH V35B  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model - CONTINENTAL IO-520-BA  
Number Engines - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 020/009 KTS  
Visibility      - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LITTLE ROCK,AR  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MUNICIPAL  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND,ME LAND

Age - 21

Biennial Flight Review

Current      - YES  
Months Since      - 23  
Aircraft Type      - 520

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 232      Last 24 Hrs - UNK/NR  
Make/Model- 1      Last 30 Days- UNK/NR  
Instrument- 8      Last 90 Days- 24  
Multi-Eng - 85

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON A SHORT FERRY FLT WHEN THE FUEL PRESSURE DECREASED AND COULD NOT BE RESTORED. DURING THE FINAL APCH OF THE FORCED LANDING ON A CITY STREET, THE ACFT STRUCK A GROUND WIRE AND FELL TO THE STREET. DUE TO THE INTENSE FIRE THAT FOLLOWED, THE REASON FOR THE LOSS OF FUEL PRESSURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 359

4/25/87

N LITTLE ROCK, AR

A/C Reg. No. N1718W

Time (Lc1) - 1130 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH  
-----

Finding(s)  
2. OBJECT - WIRE, STATIC  
-----

Occurrence #4        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

Occurrence #5        FIRE  
Phase of Operation    OTHER  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 361      4/29/87      BRINKLEY,AR      A/C Reg. No. N2000A      Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -MANEUVERING		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-1340-AN	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FRANK FEDERER MEMORIAL
Wind Dir/Speed- 200/002 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1498
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 80
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 205

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD 100 GALLONS OF WATER ONBOARD FOR THE AG TRAINING FLT. THE PLT HAS COMPLETED ONE SPRAY PASS AND WAS HALF WAY THROUGH THE TURNAROUND WHEN THE ACFT STALLED. IT COLLIDED WITH THE GROUND AND FLIPPED FORWARD TO THE INVERTED POSITION. THE PLT LISTED 80 HRS OF FLT TIME IN THIS MAKE AND MODEL.



Brief of Accident (Continued)

File No. - 361

4/29/87

BRINKLEY, AR

A/C Reg. No. N2000A

Time (Lcl) - 1945 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. STALL - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 366      4/30/87      BLYTHVILLE, AR      A/C Reg. No. N8800U      Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	BRINKLEY, AR	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	BLYTHEVILLE, AR	Runway Ident - N/A
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1109
SE LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - PA-28	Make/Model- 50
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 76

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG STARTED TO SLOW DOWN TEN MILES FROM THE DESTINATION ARPT AND DESPITE EMERGENCY MEASURES, IT STOPPED TWO MILES OUT. THE FORCED LANDING WAS IN A PLOWED FIELD AND WHEN THE NOSE WHEEL DUG IN, THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION. THE INVESTIGATION DID NOT REVEAL ANY REASON FOR THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 366

4/30/87

BLYTHVILLE, AR

A/C Reg. No. N8800U

Time (Lc1) - 1615 CDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 369      5/25/87      HARRISON, AR      A/C Reg. No. N1418Q      Time (Lcl) - 1250 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	POINT LOOKOUT, MO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOONE COUNTY
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6159/ 150
Lowest Sky/Clouds - 1500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 1500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 101
SE LAND	Months Since - 12	Make/Model- 95
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE WAS LANDING INTO THE WIND AND WHEN HE WAS 20 FEET ABOVE THE RUNWAY, THE WIND SEEMED TO SHIFT TO A TAIL WIND. THE AIRPLANE STALLED, HIT THE RUNWAY HARD AND BOUNCED. THE PILOT SAID HE PUSHED THE CONTROL WHEEL FORWARD AND THE NOSE WHEEL HIT THE RUNWAY AND COLLAPSED. A THUNDERSTORM HIT THE AIRPORT 20 MINUTES AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 369

5/25/87

HARRISON,AR

A/C Reg. No. N1418Q

Time (Lcl) - 1250 CDT

Occurrence #1 . LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 215      1/04/87      TUCSON,AZ      A/C Reg. No. N68557      Time (Lcl) - 1539 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TUCSON,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	RYAN FIELD
Wind Dir/Speed- 200/013 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 339
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 0
	Aircraft Type - 8KCAB	Make/Model- 37
		Last 30 Days- 2
		Instrument- 35
		Last 90 Days- 2
		Multi-Eng - 17
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST CONTROL AND COLLIDED WITH THE SURFACE OF RUNWAY 24 DURING INITIAL TAKEOFF CLIMB. THE PILOT INDICATED THAT HE ENCOUNTERED A CROSSWIND GUST FROM HIS LEFT DURING THE INITIAL TAKEOFF/CLIMB. THE AIRCRAFT RIGHT WING OR LANDING GEAR DRAGGED ALONG THE GROUND AND THE AIRCRAFT GROUND LOOPED TO THE RIGHT. THE FAA FLIGHT SERVICE STATION LOCATED 13 NAUTICAL MILES EAST OF THE ACCIDENT SITE REPORTED THE WINDS FROM 200 DEG AT 13 KNOTS.

Brief of Accident (Continued)

File No. - 215

1/04/87

TUCSON,AZ

A/C Reg. No. N68557

Time (Lc1) - 1539 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. ABORTED TAKEOFF - SELECTED - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3      GEAR COLLAPSED

Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6,7,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 248      5/02/87      CHANDLER,AZ      A/C Reg. No. N25111      Time (Lc1) - 1610 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L26	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHANDLER,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CHANDLER
Wind Dir/Speed- 260/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4395/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 627
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 5
	Aircraft Type - PA-28	Make/Model- 216
		Instrument- 54
		Last 30 Days- 119
		Last 90 Days- 303
		Rotorcraft - UNK/NR
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AND INSTRUCTIONAL FLIGHT ON SHORT AND SOFT FIELD LANDINGS, THE PILOT REPORTED THAT DURING THE LANDING ROLL AN UNOBSERVED DUST DEVIL HIT THE AIRCRAFT. THE AIRCRAFT WAS RAISED APPROXIMATELY 60 FT AGL. THE INSTRUCTOR WAS UNABLE TO REGAIN CONTROL AND THE AIRCRAFT COLLIDED WITH THE TERRAIN.



Brief of Accident (Continued)

File No. - 248

5/02/87

CHANDLER,AZ

A/C Reg. No. N25111

Time (Lc1) - 1610 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. DIRECTIONAL CONTROL - UNCONTROLLED - PILOT IN COMMAND(CFI)
4. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 282      5/10/87      CHANDLER,AZ      A/C Reg. No. N2315V      Time (Lcl) - 0910 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire	Crew	0	0	0	2
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	- LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	CHANDLER,AZ	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CHANDLER
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 35.0 SM	Type of Flight Plan	- 22
Lowest Sky/Clouds	- 9000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 25000 FT BROKEN	- NONE	- 4395/ 75
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TOUCH AND GO	- ASPHALT
Condition of Light	- DAYLIGHT		Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1327
SE LAND,ME LAND	Months Since - 5	Make/Model- 158
	Aircraft Type - PA-38	Instrument- 130
		Multi-Eng - 68
		Last 24 Hrs - 5
		Last 30 Days- 92
		Last 90 Days- 277
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT, THE STUDENT PLT HAD CONTROL OF THE ACFT DURING A SOFT FIELD TAKE-OFF. THE STUDENT DID NOT KEEP THE ACFT ALIGNED WITH THE CENTERLINE EVEN AFTER THE INSTRUCTOR TOLD THE STUDENT TO ADD RIGHT RUDDER TO STOP THE DRIFT. JUST PRIOR TO LIFT-OFF THE INSTRUCTOR HAD TO ADD RIGHT RUDDER, AND WHEN THE ACFT VEERED SHARPLY TO THE RIGHT, THE INSTRUCTOR TOOK OVER. THE INSTRUCTOR WAS UNABLE TO KEEP THE ACFT ON THE RWY. THE ACFT WAS JUST AIRBORNE AT THIS TIME THEN TOUCHED DOWN ON THE LEFT MAIN APRX 6 FT FROM THE EDGE OF THE RWY. THE ACFT TRAVELED APRX 80 FT AIRBORNE WHEN THE RIGHT MAIN GEAR STRUCK A TAXIWAY SIGN AND SHEARED THE GEAR OFF. THE INSTRUCTOR THEN LANDED THE ACFT ON THE RWY. THE TAXI SIGN WAS APPROX 8 FEET FROM THE EDGE OF THE RWY. FAA AC 150/5340-18B STATES THAT INFORMATION SIGNS ARE TO BE LOCATED 10 FT FROM THE EDGE OF THE RWY.

Brief of Accident (Continued)

File No. - 282

5/10/87

CHANDLER,AZ

A/C Reg. No. N2315V

Time (Lcl) - 0910 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
3. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. REMEDIAL ACTION - POOR - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - AIRPORT FACILITY
7. AIRPORT FACILITIES,TAXIWAY MARKING - UNAPPROVED
8. LANDING GEAR,MAIN GEAR - SEPARATION

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 377      5/16/87      CAREFREE,AZ      A/C Reg. No. N8454H      Time (Lcl) - 1705 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - CESSNA T182  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2950  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-L3C5D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 235 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 130/022 KTS  
Visibility      - 11.0 SM  
Lowest Sky/Clouds      - 6000 FT SCATTERED  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CARSON CITY,NV  
Destination  
CAREFREE,AZ

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

CAREFREE  
Runway Ident      - 06  
Runway Lth/Wid      - 4200 -UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 404
Make/Model-	8
Instrument-	3
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS-COUNTRY FLT, THE PLT WAS APPROACHING THE ARPT FOR LANDING ON RWY 6 AND NOTICED LIGHT TURBULENCE. ON THE FIRST ATTEMPT TO LAND THE PLT WENT AROUND. ON THE SECOND ATTEMPT THE PLT LANDED THE ACFT. APRX 100 FT DOWN THE RWY THE ACFT BECAME AIRBORNE AND DRIFTED TO THE RIGHT SIDE OF THE RWY. THE PLT APPLIED RIGHT RUDDER WITH NO RESPONSE. THE ACFT EXITED THE RWY AND COLLIDED WITH A WALL. THE UNICOM REPORTED WINDS FROM THE SOUTHEAST AT 5-8 MPH. A FLIGHT SERVICE STATION 13 MILES TO THE SOUTHWEST REPORTED WINDS FROM 130 DEG AT 22 KTS WITH GUSTS TO 37 KTS.

Brief of Accident (Continued)

File No. - 377

5/16/87

CAREFREE,AZ

A/C Reg. No. N8454H

Time (Lcl) - 1705 MDT

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. WIND INFORMATION - INACCURATE - AIRPORT PERSONNEL
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - AIRPORT FACILITY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 216 1/09/87 OAKLAND,CA

A/C Reg. No. N7515E

Time (Lc1) - 1335 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Fire

Crew

0

2

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CHAMPION 7EC

Eng Make/Model - CONTINENTAL C90

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1650

Engine Type - UNK/NR

No. of Seats - 2

Rated Power - 90 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

OAKLAND,CA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

METRO. OAKLAND INTL.

Runway Ident - 15

Runway Lth/Wid - 3366/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 425

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

A CHAMPION 7EC WENT OUT OF CONTROL DURING THE TAKEOFF INITIAL CLIMB. THE AIRCRAFT DRAGGED A WING DURING TAKEOFF GROUND RUN. THE PILOT WAS OBSERVED LOOKING BACK TOWARDS THE RUNWAY DURING THE INITIAL CLIMB. THE AIRCRAFT STALLED AND DESCENDED UNCONTROLLED TO THE GROUND. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 216

1/09/87

OAKLAND,CA

A/C Reg. No. N7515E

Time (Lc1) - 1335 PST

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
2. SUPERVISION - NOT PERFORMED - PILOT IN COMMAND(CFI)
3. ABORTED TAKEOFF - NOT PERFORMED - DUAL STUDENT
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - DUAL STUDENT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 269      1/12/87      SPRING VALLEY, CA      A/C Reg. No. N6864U      Time (Lcl) - 1020 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING		Other 0	0	1	0

-----Aircraft Information-----

Make/Model - MOONEY M20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RAMONA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 310/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 75	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4289
SE LAND	Months Since - 8	Make/Model- 2730
	Aircraft Type - M20C	Instrument- 250
		Multi-Eng - 16
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A MOONEY M20C COLLIDED WITH AN AUTOMOBILE DURING LANDING ROLL AFTER LANDING ON A ROAD. THE PLT INDICATED THAT WHILE CRUISING AT 3,500 FT MSL HE NOTICED THE ENG OIL PRESSURE FALL TO ZERO. THE CONSTANT SPEED PROPELLOR SIMULTANEOUSLY WENT TO LOW PITCH, FOLLOWED BY THE ENG SEIZING. THE PLT WAS FORCED TO LAND AND SELECTED A ROAD TO LAND ON. ON FINAL APPROACH THE PLT OBSERVED TWO AUTOMOBILES HAD DRIVEN INTO HIS PLANNED LANDING AREA. DURING THE LANDING ROLL THE PLT WAS ABLE TO AVOID THE FIRST AUTOMOBILE, BUT COLLIDED WITH THE SECOND. THE ACFT LEFT WING WAS SUBSTANTIALLY DAMAGED IN THE COLLISION. THE AUTOMOBILE WAS ALSO DAMAGED AND ITS DRIVER SUSTAINED MINOR INJURIES. EXAMINATION OF THE ACFT ENG REVEALED THE ENG OIL DRAIN PLUG WAS MISSING WITH NO EVIDENCE OF IT BEING SAFETY WIRED. THE ENG HAD COMPLETED AN ANNUAL INSPECTION 4 DAYS PRIOR TO THE ACCIDENT AND HAD ACCUMULATED 2.9 HOURS OF OPERATION SINCE A MAJOR OVERHAUL. THIS WAS THE ACFTS SECOND FLIGHT SINCE THE ENG WAS OVERHAULED.



Brief of Accident (Continued)

File No. - 269

1/12/87

SPRING VALLEY, CA

A/C Reg. No. N6864U

Time (Lcl) - 1020 PST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL MAGNETIC PLUG - SEPARATION
  2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
  3. FLUID,OIL - LOSS,TOTAL
  4. ENGINE ASSEMBLY - FAILURE,TOTAL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - VEHICLE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 254      3/27/87      SAN LUIS OBISPO, CA      A/C Reg. No. N9306W      Time (Lcl) - 1415 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-28-235	Eng Make/Model	- LYCOMING O-540-B4B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 235 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAN LUIS OBISPO, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAN DIEGO, CA	SAN LUIS OBISPO
Wind Dir/Speed	- 300/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- 29
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 4799/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 252	Last 24 Hrs - 2
SE LAND	Months Since - 9	Make/Model - 66	Last 30 Days - 4
	Aircraft Type - PA-28	Instrument - UNK/NR	Last 90 Days - 10
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKE-OFF, THE PILOT WAS FLYING A DOWNWIND DEPARTURE WHEN THE ENGINE QUIT. THE PILOT WAS UNABLE TO RETURN TO THE RUNWAY AND COLLIDED WITH THE TERRAIN A HALF MILE FROM THE AIRPORT. INSPECTION OF THE ENGINE AT THE TIME OF THE ACCIDENT FOUND THAT THE MAIN FUEL LINE TO THE CARBURETOR CONTAINED NO FUEL. THE LEFT TIP TANK WAS FOUND TO CONTAIN A QUARTER OF A TANK OF FUEL, THE LEFT MAIN WAS THREE QUARTERS FULL, THE RIGHT MAIN WAS FULL AND THE RIGHT TIP WAS EMPTY. THE PILOT STATED HE WAS FLYING ON THE LEFT MAIN. THERE WAS NO OTHER DISCREPANCIES NOTED AT THAT TIME. THE ENGINE WAS THEN RUN FOR SEVERAL MINUTES AT DIFFERENT POWER SETTINGS, THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED.

Brief of Accident (Continued)

File No. - 254

3/27/87

SAN LUIS OBISPO, CA

A/C Reg. No. N9306W

Time (Lcl) - 1415 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION

2.    UNDETERMINED

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Occurrence #3

ON GROUND COLLISION WITH TERRAIN

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 245      4/12/87      VENTURA, CA      A/C Reg. No. N32BB      Time (Lcl) - 1403 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	1	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN G-44A	Eng Make/Model - LYCOMING GO-480-B1	ELT Installed/Activated - YES-UNK/NR
Landing Gear - AMPHIBIAN	Number Engines - 2	Stall Warning System - UNK/NR
Max Gross Wt - 4525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 270 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA BARBARA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 220/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2100
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - UNK/NR	Make/Model - 450
	Aircraft Type - UNK/NR	Instrument - 40
		Multi-Eng - 500
		Last 24 Hrs - 0
		Last 30 Days - UNK/NR
		Last 90 Days - 10
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, THE PILOT HAD REDUCED POWER AND DESCENDED TO A LOWER ALTITUDE TO TAKE PICTURES OF A SAILBOAT RACE. AT APPROXIMATELY 200 FEET THE PILOT MADE A DESCENDING RIGHT TURN, THEN LEVELED OFF. THE AIRCRAFT STALLED AND THE PILOT LOWERED THE NOSE AND ABRUPTLY ADDED POWER. THE ENGINES DID NOT RESPOND IN TIME TO REGAIN ALTITUDE AND AIRSPEED. THE AIRCRAFT THEN IMPACTED THE WATER LEFT WING FIRST. ON IMPACT A FIRE STARTED. THE AIRCRAFT EVENTUALLY SANK AND WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 245      4/12/87      VENTURA,CA

A/C Reg. No. N32BB

Time (Lcl) - 1403 PST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
  2. STALL - UNCONTROLLED - PILOT IN COMMAND
  3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
- 

Occurrence #2      DITCHING  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH
- 

Occurrence #3      FIRE  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 247      4/18/87      REDLANDS, CA      A/C Reg. No. N9545U      Time (Lcl) - 1526 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      1

None  
0  
0

-----Aircraft Information-----

Make/Model      - GRUMMAN AA1C  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2G  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 160/004 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
REDLANDS, CA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

REDLANDS  
Runway Ident      - 26  
Runway Lth/Wid      - 4500/ 75  
Runway Surface      - DIRT  
Runway Status      - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND

Age - 40  
Biennial Flight Review  
Current      - YES  
Months Since      - 11  
Aircraft Type      - A-7

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 3500      Last 24 Hrs - 1  
Make/Model- 190      Last 30 Days- 23  
Instrument- 530      Last 90 Days- 39  
Multi-Eng - 1400      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, THE PLT STATED THAT THE ESTIMATED FUEL CAPACITY IN THE ACFT WAS APRX 12 GALS PRIOR TO DEPARTURE. THE PLT TOOK-OFF ON THE RIGHT FUEL TANK AND FLEW IN THE LOCAL AREA FOR APRX 15 MINUTES THEN RETURNED TO THE ARPT FOR TOUCH-AND-GO LANDINGS. ON THE THIRD TAKE-OFF, ASCENDING THROUGH 500 FT AGL, THE ENGINE LOST POWER. THE PLT SWITCHED FUEL TANKS AND TURNED BACK TOWARD THE AIRPORT. THE PLT WAS UNABLE TO RETURN TO THE RWY AND COLLIDED WITH AN INCLINED MOUND. THE ACFT AT THIS TIME STARTED TO DEVELOP POWER AND BECAME AIRBORNE. THE ACFT THEN COLLIDED WITH THE TOP OF A FENCE AND NUMEROUS TREES AND FINALLY CAME TO REST IN A DITCH. INSPECTION OF THE ENGINE DID NOT REVEAL SIGNS OF MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 247

4/18/87

REDLANDS,CA

A/C Reg. No. N9545U

Time (Lc1) - 1526 PDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. AIRCRAFT HANDLING

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
2. OBJECT - FENCE  
3. OBJECT - TREE(S)

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 387      4/19/87      CATALINA, CA      A/C Reg. No. N5596P      Time (Lcl) - 1900 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	3	0

-----Aircraft Information-----

Make/Model      - PIPER PA-24-250  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-540-A1A5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
CATALINA, CA  
Destination  
TORRANCE, CA

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3500  
Make/Model- 275  
Instrument- 230  
Multi-Eng - 600  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - 2000

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

JUST AFTER TAKEOFF, THE PLT STATED THAT HE HEARD A LOUD BANG. THE ACFT BEGAN TO VIBRATE SEVERELY WITH THE ENGINE DEVELOPING PARTIAL POWER. THE ACFT WOULD NOT CLIMB AND THE PLT WAS ABLE TO MAINTAIN 100 FPM DESCENT. UNABLE TO RETURN TO THE ARPT, THE PLT DITCHED THE ACFT IN THE OCEAN. INSPECTION OF THE PROPELLER BLADES EXHIBITED LEADING EDGE DAMAGE ALONG THE OUTBOARD 4-5 INCHES WITH SOME POLISHING OF THE CAMBERED SIDE. ONE BLADE WAS BENT FORWARD AND MISSING APRX 4 INCHES OF THE TIP. APRX ONE INCH FURTHER WAS A GOUGE ON THE LEADING EDGE. THE OTHER BLADE WAS BENT REARWARD. ON THE LEADING EDGE APRX 4 INCHES FROM THE TIP WAS A GOUGE AND CRACK APRX ONE INCH LONG. THE ENGINE CONTAINED A CONSIDERABLE AMOUNT OF RUST AND CORROSION FROM BEING IN CONTACT WITH SALT WATER. NO OTHER MECHANICAL FAILURE OR MALFUNCTIONS COULD BE NOTED.



Brief of Accident (Continued)

File No. - 387

4/19/87

CATALINA, CA

A/C Reg. No. N5596P

Time (Lcl) - 1900 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - SUBMERGED OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 234	1/04/87	PUEBLO,CO	A/C Reg. No. N2WF	Time (Lcl) - 1040 MST
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious Minor None
Type of Operation	-PERSONAL	Fire	Crew 0	0 0 1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 0 2
Accident Occurred During	-LANDING			
-----Aircraft Information-----				
Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System - YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED	
No. of Seats	- 6	Rated Power	- 310 HP	
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	LIMON,CO		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	CENTER,CO		
Wind Dir/Speed	- 180/003 KTS	ATC/Airspace	Runway Ident	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- N/A
Obstructions to Vision	- NONE			
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
-----Personnel Information-----				
Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - YES	Total - 440	Last 24 Hrs -	2
SE LAND	Months Since - 19	Make/Model- 203	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 13	Last 90 Days-	7
Instrument Rating(s) - NONE				
-----Narrative-----				
PLT AND TWO PAX DEPARTED LIMON, CO, AT 1000 FOR RETURN TRIP TO CENTER, CO. AT 1030 PLT SWITCHED TO THE RIGHT FUEL TANK, TEN MIN LATER ENG LOST POWER AND PLT MADE FORCED LANDING WEST OF PUEBLO, CO. PLT CLAIMED RIGHT FUEL GAUGE WAS FAULTY. PLT LATER SAID HE TOOK OFF FROM LIMON WITH 35 GAL OF FUEL ABOARD AND THAT HE MUST HAVE CONSUMED ALL AVAILABLE FUEL FROM RIGHT TANK ON EARLIER FLIGHT. PLT SAID HE DID NOT VISUALLY INSPECT FUEL TANKS PRIOR TO DEPARTURE FROM LIMON. EN ROUTE CRUISING ALTITUDE WAS 1000 FT AGL TO AVOID HIGH HEADWINDS ALOFT.				

Brief of Accident (Continued)

File No. - 234

1/04/87

PUEBLO,CO

A/C Reg. No. N2WF

Time (Lc1) - 1040 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FAILURE,PARTIAL
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND
6. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
7. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. GEAR EXTENSION - DELAYED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 304      1/28/87      LA JUNTA, CO      A/C Reg. No. N3439R      Time (Lcl) - 1306 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 182L	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HEMET, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ENGLEWOOD, CO	Runway Ident - N/A
Wind Dir/Speed- 240/025 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 35.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 308
SE LAND	Months Since - UNK/NR	Make/Model- 308
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT DURING CRUISE FLT AT 8,500 FEET MSL. DURING THE EMERGENCY LANDING TO UNSUITABLE TERRAIN, THE ACFT NOSED OVER. THE PLT HAD FLOWN 5 HOURS ON THIS FLT. THE LONG RANGE FUEL TANKS HAD BEEN INSTALLED WITH THE FILLER PORTS INBOARD, LIMITING THE TOTAL QUANTITY BY 10 GALLONS. THE ACFT'S RANGE WAS ONE HOUR LESS THAN DATA FROM THE OPERATORS MANUAL INDICATED.

Brief of Accident (Continued)

File No. - 304

1/28/87

LA JUNTA, CO

A/C Reg. No. N3439R

Time (Lc1) - 1306 MST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PERFORMANCE DATA - INACCURATE -
3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FUEL SYSTEM - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 236      2/07/87      AIR FORCE ACADE,CO      A/C Reg. No. N9582V      Time (Lcl) - 1441 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172 M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - MILITARY	Last Departure Point	ON AIRPORT
Method - UNK/NR	USAF ACEDEMY,CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	USAF ACADEMY AIRPORT
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 3500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING A LANDING, THE ACFT LANDED HARD AND BEGAN TO PORPOISE. AFTER THE THIRD BOUNCE, THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 236

2/07/87

AIR FORCE ACADE,CO

A/C Reg. No. N9582V

Time (Lc1) - 1441 MST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 231      2/11/87      COLO. SPRINGS, CO      A/C Reg. No. N40458      Time (Lcl) - 0920 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -INSTRUCTIONAL

NONE

Fatal

Serious

Minor

None

Flight Conducted Under -14 CFR 91

Fire

Crew

0

1

0

1

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7

Eng Make/Model - N/A

ELT Installed/Activated - NO -N/A

Landing Gear - N/A

Number Engines - N/A

Stall Warning System - NO

Max Gross Wt - 900

Engine Type - N/A

No. of Seats - UNK/NR

Rated Power - N/A

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 330/006 KTS

Visibility - 80.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ELLICOTT, CO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s) -

COMMERCIAL

SE LAND, ME LAND

FREE BALLOON

Age - 56

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 5604

Make/Model- 33

Instrument- UNK/NR

Multi-Eng - 4867

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 19

Rotorcraft - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BALLOON ATTEMPTED A NORMAL LANDING. THE INSTRUCTOR PLT DIVERTED HIS ATTENTION WHILE THE STUDENT PLT ALLOWED THE ENVELOPE TO COOL EXCESSIVELY. THIS GAVE A HIGH RATE OF DESCENT AND THE BALLOON MADE A HARD LANDING.



Brief of Accident (Continued)

File No. - 231

2/11/87

COLO. SPRINGS, CO

A/C Reg. No. N40458

Time (Lc1) - 0920 MST

---

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. PROPER DESCENT RATE - NOT MAINTAINED - DUAL STUDENT
  3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. REMEDIAL ACTION - DELAYED - DUAL STUDENT
  6. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 322 2/26/87 ENGLEWOOD, CO

A/C Reg. No. N888DJ

Time (Lcl) - 1612 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-PERSONAL JET CHARTER	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- GATES LEARJET 35A	Eng Make/Model	- GARRETT TFE-731-2-2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 17000	Engine Type	- TURBOJET		
No. of Seats	- 10	Rated Power	- 3500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	FT. MYERS, FL	CENTENNIAL
Wind Dir/Speed - 340/012 KTS	ATC/Airspace	Runway Ident - 35R
Visibility - .500 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10002/ 101
Lowest Sky/Clouds - PART OBS	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - SNOW - COMPACTED
Obstructions to Vision - FOG		
Precipitation - SNOW		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 14653	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 3	Make/Model - 4653	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - 10555	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RWY WAS PLOWED APRX 15 MINUTES PRIOR TO THIS TAKEOFF. ONE-HALF INCH OF SNOW STILL REMAINED ALONG THE RWY CENTERLINE WITH UP TO 3 1/2 INCHES ALONG THE EDGE OF THE RWY. THE ACFT VEERED TO THE LEFT SIDE OF THE RWY DURING THE TAKEOFF RUN AND CONTINUED APRX 80 FEET OFF THE LEFT SIDE OF THE RWY INTO ROUGH TERRAIN.

Brief of Accident (Continued)

File No. - 322

2/26/87

ENGLEWOOD, CO

A/C Reg. No. N888DJ

Time (Lcl) - 1612 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - SNOW
2. LIGHT CONDITION - DUSK
3. UNSAFE/HAZARDOUS CONDITION WARNING - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - SNOW COVERED
5. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
6. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 334 3/05/87 ERIE,CO

A/C Reg. No. N2629G

Time (Lcl) - 1145 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - CHAMPION 7KCAB  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320-E2A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 020/004 KTS  
Visibility - 70.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TRI-COUNTY  
Runway Ident - 15  
Runway Lth/Wid - 5400/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 59

Biennial Flight Review

Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	531	Last 24 Hrs	-	3
Make/Model	-	32	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT LIFTED OFF AT SLOW AIRSPEED AND STALLED/MUSHED BACK TO RWY.

Brief of Accident (Continued)

File No. - 334

3/05/87

ERIE,CO

A/C Reg. No. N2629G

Time (Lcl) - 1145 MST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - EMERGENCY

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 235      3/07/87      GRAND LAKE, CO      A/C Reg. No. N2803L      Time (Lcl) - 1030 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - RAVEN S60A  
Landing Gear      - N/A  
Max Gross Wt      - 1600  
No. of Seats      - UNK/NR

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - N/A  
Rated Power      - N/A

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed-      180/007 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - COMPANY (VFR)  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
  
FREE BALLOON

Age      - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - S60A

Medical Certificate      - UNK/NR  
Flight Time (Hours)

Total	- 96	Last 24 Hrs	- 2
Make/Model-	96	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	3

Instrument Rating(s)      - NONE

-----Narrative-----

THE BALLOON ENCOUNTERED TURBULENCE DURING NORMAL CRUISE AT 100 TO 150 FEET AGL, WHILE CROSSING A RIDGELINE. GUSTS EXTINGUISHED BOTH BURNER PLT LIGHTS AND PARTIALLY COLLAPSED THE ENVELOPE. THE BALLOON BEGAN AN UNCONTROLLED DESCENT. THE PLT RE-IGNITED BOTH BURNER PLT LIGHTS AND APPLIED FULL BURN TO SLOW THE RATE OF DESCENT. THE ENVELOPE WAS IMPALED ON TREES AND THE GONDOLA LANDED ON OPEN GROUND.

Brief of Accident (Continued)

File No. - 235

3/07/87

GRAND LAKE,CO

A/C Reg. No. N2803L

Time (Lc1) - 1030 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - DOWNDRAFT
3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. BALLOON EQUIPMENT,HEATER SYSTEM - DISABLED
5. REMEDIAL ACTION - PERFORMED - PILOT IN COMMAND
6. BALLOON EQUIPMENT,ENVELOPE - PRESSURE TOO LOW
7. BALLOON EQUIPMENT,ENVELOPE - DISTORTED
8. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)
10. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 276      4/06/87      LA SALLE, CO      A/C Reg. No. N72PB      Time (Lcl) - 1015 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	0	1	0	0
Flight Conducted Under -14 CFR 137	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W 1340 AN-1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREELEY, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1995
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 1350
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CONDUCTING AN AERIAL APPLICATION FLT, THE PLT MISJUDGED THE DISTANCE TO THE END OF THE FIELD AND INITIATED THE PULL-UP TOO LATE TO AVOID IMPACT WITH A TREE. AFTER STRIKING THE TREE, THE ACFT DESCENDED OUT OF CONTROL UNTIL IMPACT WITH THE GROUND.



Brief of Accident (Continued)

File No. - 276

4/06/87

LA SALLE,CO

A/C Reg. No. N72PB

Time (Lc1) - 1015 MDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. PULL-UP - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 241      4/19/87      DENVER, CO

A/C Reg. No. N20DA

Time (Lcl) - 1848 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-BUSINESS					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-TAXI					
		Crew	0	0	1	0
		Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - SHORTS SC7  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 12300  
No. of Seats - 2

Eng Make/Model - GARRETT TPE331-2-201A  
Number Engines - 2  
Engine Type - TURBOPROP  
Rated Power - 715 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 250/028 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MILWAUKEE, WI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

DENVER  
Runway Ident - 26L  
Runway Lth/Wid - 10004/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 36

Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - SHP-7

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 8000	Last 24 Hrs	- UNK/NR
Make/Model	- 140	Last 30 Days	- UNK/NR
Instrument	- 700	Last 90 Days	- 135
Multi-Eng	- 3800		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT HE MADE A NORMAL CROSSWIND LANDING ON RWY 26L AT STAPLETON INTERNATIONAL ARPT, DENVER, COLORADO. AFTER LEAVING THE RWY AND TAXIING PARALLEL TO THE RWY HE OBSERVED THE WIND INCREASING IN VELOCITY. HE STOPPED THE ACFT BUT A STRONG GUST OF WIND FLIPPED THE ACFT OVER.

Brief of Accident (Continued)

File No. - 241      4/19/87      DENVER, CO

A/C Reg. No. N20DA

Time (Lc1) - 1848 MDT

---

Occurrence #1      NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. COMPENSATION FOR WIND CONDITIONS - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 362      4/30/87      GREELEY, CO      A/C Reg. No. N9256W      Time (Lcl) - 0815 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - OTHER WORK USE	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - WEATHERLY 620	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREELEY WELD COUNTY
Wind Dir/Speed- 020/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 45.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 604
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 12
		Instrument- 116
		Last 30 Days- UNK/NR
		Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED WITH FULL FUEL IN THE ACFT TO PRACTICE AERIAL SPRAYING TECHNIQUES. AFTER 45 MINS OF PRACTICE HE RETURNED TO THE ARPT FOR LANDING. HE SAID THAT PRIOR TO ENTERING THE TRAFFIC PATTERN HE SWITCHED FROM THE HALF-FULL RIGHT TANK TO THE FULL LEFT TANK. THREE MINS LATER, WHILE ON THE DOWNWIND LEG AT 300-400 FT AGL, THE ENG LOST PWR. THE PLT SAID HE WAS TOO LOW TO LOOSEN HIS SHOULDER HARNESS AND FEEL THE FUEL SELECTOR BUT HE VISUALLY CHECKED IT AND IT APPEARED TO BE POSITIONED CORRECTLY. HE SAID HE APPLIED CARB HEAT AND TURNED THE BOOST PUMP ON BUT PWR WAS NOT RESTORED. THE PLT ATTEMPTED TO LAND IN AN OPEN FIELD ADJOINING THE ARPT BUT INADVERTENTLY STALLED THE ACFT ABOUT 20 FT AGL AND CRASHED. INVESTIGATION DISCLOSED NO EVIDENCE OF MECHANICAL FAILURE/MALFUNCTION OF ACFT OR ENG. FUEL WAS PRESENT IN TANKS AND LINES. ENG WAS LATER TEST RUN WITHOUT DIFFICULTY.

Brief of Accident (Continued)

File No. - 362

4/30/87

GREELEY, CO

A/C Reg. No. N9256W

Time (Lc1) - 0815 MDT

-----  
Occurrence #1            LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED
  2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
  3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
- 

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. AIRSPEED(VS) - BELOW - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 372      5/12/87      AKRON, CO

A/C Reg. No. N8649G

Time (Lc1) - 1335 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew				
Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 180/015 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

AKRON, CO

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

AKRON-WASHINGTON

Runway Ident - 27

Runway Lth/Wid - 4100/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12

Make/Model- 12

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD JUST PURCHASED N8649G AND HAD DECIDED TO FLY IT. HE HAD NOT BEEN ENDORSED FOR SOLO FLT. AFTER A SUCCESSFUL TAKEOFF AND A SHORT CROSS-COUNTRY FLT, HE RETURNED TO THE AKRON APRT FOR LANDING. DURING THE ATTEMPTED LANDING, CONTROL OF THE ACFT WAS LOST.

Brief of Accident (Continued)

File No. - 372

5/12/87

AKRON, CO

A/C Reg. No. N8649G

Time (Lc1) - 1335 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
  2. FLARE - MISJUDGED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 226      1/05/87      PALM CITY, FL      A/C Reg. No. N78BL      Time (Lc1) - 2320 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -DRUGS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew      1

Pass      0

Injuries

Serious

Minor

None

0

0

0

0

0

0

-----Aircraft Information-----

Make/Model      - BEECH V-35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL IO-520-B/BA  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - IMC  
Wind Dir/Speed- 350/012 KTS  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      -  
Lowest Ceiling      - 700 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
UNK/NR  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - ASPHALT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND, ME LAND

Age - 54

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 5000      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 200  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS ATTEMPTING TO LAND ON THE SOUTHBOUND LANE OF A CLOSED PORTION OF INTERSTATE 95 & STRUCK A LARGE TREE WITH THE RIGHT WING, HIT THE GROUND, FLIPPED OVER, CAME TO REST INVERTED & WAS CONSUMED BY POST CRASH FIRE. THE POLICE OFFICERS AT THE ACCIDENT SCENE REPORTED THAT APPROXIMATELY 15 BALES OF MARIJUANA WEIGHING APRX 459 POUNDS WERE FOUND ON THE ACFT.



Brief of Accident (Continued)

File No. - 226

1/05/87

PALM CITY, FL

A/C Reg. No. N78BL

Time (Lcl) - 2320 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING

Finding(s)

1. OBJECT - TREE(S)
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
  5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  6. FLT WITH INADQT ENROUTE/DESTN FACILITIES - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

7. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C 20594

Brief of Accident

File No. - 220      2/01/87      VENICE, FL      A/C Reg. No. N3655M      Time (Lcl) - 1337 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -SIGHTSEEING	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VENICE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 200/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 20000
SE LAND, ME LAND	Months Since - 3	Make/Model- UNK/NR
	Aircraft Type - PA28181	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT WAS SEEN MANEUVERING AT BETWEEN 200 AND 300 FEET IN ATTEMPTS TO LOCATE A LOST RADIO CONTROLLED MODEL AIRPLANE. AS THE AIRCRAFT COMPLETED 2 AND ONE HALF TURNS IT LEVELED OUT AND BEGAN A CLIMB TO THE NORTH AT WHICH TIME IT COLLIDED WITH A 504 FOOT TELEVISION TOWER.

Brief of Accident (Continued)

File No. - 220

2/01/87

VENICE, FL

A/C Reg. No. N3655M

Time (Lcl) - 1337 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CLIMB

Finding(s)

1. OBJECT - ELECT TOWER(MARKED)
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 253      3/04/87      MIAMI, FL

A/C Reg. No. N41531

Time (Lcl) - 1040 EST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-AIR SOUTH AIRLINES	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING IO-360-C136	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	WEST PALM BEACH, FL			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		MIAMI INT'L AIRPORT	
Wind Dir/Speed	- 010/012 KTS	ATC/Airspace		Runway Ident	- 09R
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 13000/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2800 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 18000	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 9	Make/Model - 1950	Last 30 Days - UNK/NR
	Aircraft Type - PA-34	Instrument - UNK/NR	Last 90 Days - 250
		Multi-Eng - 14000	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS ON FINAL APPROACH & CLEARED TO LAND LONG, WHEN A 737 WAS CLEARED FOR AN IMMEDIATE TAKEOFF AND HE WAS TOLD TO MAKE S TURNS OR WHATEVER NECESSARY. HE SLOWED TO LAND AND WHEN HE WAS APPROXIMATELY 10 TO 20 FT. IN THE AIR HE ENCOUNTERED WAKE TURBULENCE AND ROLLED 60 TO 70 DEGREES RIGHT & NOSE DOWN RECOVERED TO LEVEL ATTITUDE AND LANDED ON GRASS TO THE RIGHT OF RUNWAY. ACCORDING TO THE RADAR PLOT, ADEQUATE SPACING EXISTED BETWEEN THE DEPARTING 737 AND THE PIPER SENECA.

Brief of Accident (Continued)

File No. - 253

3/04/87

MIAMI,FL

A/C Reg. No. N41531

Time (Lcl) - 1040 EST

-----  
Occurrence #1        VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - NOT POSSIBLE - PILOT IN COMMAND

-----  
Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

-----  
Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - GROUND

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 209      3/15/87      PALATKA, FL      A/C Reg. No. N8883M      Time (Lc1) - 1620 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - BEECH A23	Eng Make/Model - CONTINENTAL IO-346-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 230/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JACKSONVILLE, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>LARKIN</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 5000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 660</p> <p>Make/Model- 660</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 12</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
---	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE "HAD TO MAKE DOWNWIND LANDING DUE TO TRAFFIC & DIRECTION FROM UNICOM OPERATOR. LANDING WAS FAST DUE TO DOWNWIND, BUT NOT HARD. NOSE WHEEL COLLAPSED DURING ROLLOUT WITH STALL WARNING BLOWING. PLANE GENTLY NOSED OVER & STOPPED AT THE SIDE OF THE RUNWAY. " A MECHANIC AT THE AIRPORT STATED THAT HE SAW THE ACFT LAND DOWNWIND AND BOUNCE ABOUT 4 TIMES BEFORE THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 209

3/15/87

PALATKA, FL

A/C Reg. No. N8883M

Time (Lcl) - 1620 EST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4. FLARE - IMPROPER - PILOT IN COMMAND
  5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
  8. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 210      3/16/87      SARASOTA, FL      A/C Reg. No. N218JA      Time (Lcl) - 0825 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SARASOTA-BRADENTON
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 24
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 24
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 24
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT UPON LANDING ON RUNWAY 22, AS HE ADDED POWER TO TAKEOFF AGAIN THE ACFT STARTED TO VEER TO THE LEFT AND NO MATTER HOW MUCH RIGHT RUDDER HE USED, THE ACFT STILL VEERED LEFT AND WENT OFF THE SIDE OF THE RUNWAY INTO THE GRASS, SPUN AROUND AND CAME TO REST ON IT'S NOSE.



Brief of Accident (Continued)

File No. - 210

3/16/87

SARASOTA, FL

A/C Reg. No. N218JA

Time (Lc1) - 0825 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 211      3/20/87      MIAMI, FL      A/C Reg. No. N726FL      Time (Lcl) - 1835 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass 2	1	0	0
Accident Occurred During - DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3(H)	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MIAMI, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 100/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 79
SE LAND	Months Since - 1	Make/Model- 43
	Aircraft Type - PA-28	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE RECENTLY RATED PRIVATE PILOT TOOK THREE PASSENGERS FOR AN AIRPLANE RIDE IN HIS AIRPLANE THAT WAS OVER GROSS WEIGHT UPON DEPARTURE. DURING THE FLIGHT HE WAS PERFORMING LOW LEVEL DIVES AT TREES WITH RAPID PULL UPS. DURING THE LAST PULL UP THE AIRCRAFT WENT NEGATIVE "G" FOR A SHORT TIME AND THE ENGINE FAILED. THE PILOT THEN ATTEMPTED TO RESTART THE ENGINE BUT IT DID NOT RESTART. THE CFI IN THE BACK SEAT LEANED FORWARD AND ATTEMPTED TO ASSIST THE PILOT DURING THE FORCED LANDING. THE AIRCRAFT THEN STRUCK A SMALL TREE AND SUBSEQUENTLY A LARGE TREE AND CRASHED.

Brief of Accident (Continued)

File No. - 211

3/20/87

MIAMI, FL

A/C Reg. No. N726FL

Time (Lcl) - 1835 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. MANEUVER - NOT UNDERSTOOD - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 212      3/22/87      HOMOSASSA, FL      A/C Reg. No. N88929      Time (Lcl) - 1340 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Fatal

Crew      0  
Pass      0

Injuries

Serious      Minor

0      0  
0      0

None

1  
1

-----Aircraft Information-----

Make/Model      - BELL 47-D1  
Landing Gear      - SKID  
Max Gross Wt      - 2200  
No. of Seats      - 3

Eng Make/Model - FRANKLIN 64-350A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 225 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 300/010 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 25000 FT THIN OVC  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
CLEARWATER, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER-CALM

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
HELICOPTER

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 94      Last 24 Hrs - 1  
Make/Model- 89      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- 13  
Multi-Eng - UNK/NR      Rotorcraft - 84

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT JUST AFTER TAKEOFF, AT ABOUT 50 FT, THE ENG LOST POWER AND HE MADE A FORCED LANDING IN A CANAL. NO DETERMINATION COULD BE MADE AS TO THE NATURE OF THE MALFUNCTION OF THE ENGINE AS DESCRIBED BY THE PILOT.

Brief of Accident (Continued)

File No. - 212

3/22/87

HOMOSASSA, FL

A/C Reg. No. N88929

Time (Lcl) - 1340 EST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)  
2. TERRAIN CONDITION - WATER, GLASSY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 213      3/28/87      VENICE, FL

A/C Reg. No. N3304X

Time (Lc1) - 0910 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - UNKNOWN  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- 230/014 KTS  
Visibility - 6.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 1300 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
VERO BEACH, FL  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

VENICE MUNICIPAL  
Runway Ident - 13  
Runway Lth/Wid - 5000/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR

Biennial Flight Review

Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE LEFT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL AFTER THE PLT INADVERTENTLY RETRACTED THE LANDING GEAR INSTEAD OF THE FLAPS. THE PILOT LEFT THE SCENE OF THE ACCIDENT AND HIS IDENTITY IS UNKNOWN.

Brief of Accident (Continued)

File No. - 213

3/28/87

VENICE, FL

A/C Reg. No. N3304X

Time (Lcl) - 0910 EST

-----  
Occurrence #1        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  2. GEAR RETRACTION - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 287      4/01/87      MIAMI, FL      A/C Reg. No. N1643      Time (Lcl) - 0813 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage									
Name of Carrier	-PIEDMONT AVIATION, INC.	NONE		Fatal	0	Serious	0	Minor	0	None	7
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire		Crew	0		0		0		88
Flight Conducted Under	-14 CFR 121	NONE		Pass	0		1		0		
Accident Occurred During	-CLIMB										

-----Aircraft Information-----

Make/Model	- BOEING 727-295	Eng Make/Model	- P & W JT8D-15	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 164	Rated Power	- 16000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	MIAMI INTL	
Wind Dir/Speed	- 340/013 KTS	Runway Ident	- 27L
Visibility	- 7.0 SM	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- UNK/NR			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
ATP	Current	- UNK/NR	Total	- 17000	Last 24 Hrs	- UNK/NR
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model	- 2000	Last 30 Days	- UNK/NR
	Aircraft Type	- UNK/NR	Instrument	- UNK/NR	Last 90 Days	- UNK/NR
			Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN 84 YEAR-OLD MALE PAX GOT UP FROM HIS SEAT SHORTLY AFTER TAKEOFF AND HEADED TOWARD THE AFT LAVATORIES. THE SEAT BELT AND NO SMOKING SIGNS WERE STILL ILLUMINATED. THE ACFT WAS AT ABOUT 1000 FT AGL AND IN A STEEP CLIMB ATTITUDE. THE PAX FELL FACE FORWARD TOWARD THE REAR OF THE PLANE AND BROKE HIS HIP.



Brief of Accident (Continued)

File No. - 287

4/01/87

MIAMI, FL

A/C Reg. No. N1643

Time (Lc1) - 0813 EST

---

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PASSENGER BRIEFING - PERFORMED - FLIGHT ATTENDANT
  2. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 291      4/02/87      TITUSVILLE, FL      A/C Reg. No. N25NA      Time (Lcl) - 0734 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	4

-----Aircraft Information-----

Make/Model      - NORTH AMERICAN B-25-J  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - UNK/NR  
No. of Seats      - UNK/NR

Eng Make/Model      - WRIGHT 2600  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 1500 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NEW SMYRNA BCH, FL  
Destination  
WALKERS CAY

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - WATER  
Runway Status      - WATER-CALM

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 43

Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - B-25-J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 15000
Make/Model-	24
Instrument-	120
Multi-Eng	- 3000
Last 24 Hrs	- 2
Last 30 Days-	UNK/NR
Last 90 Days-	20
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE WAS IN THE VICINITY OF MELBOURNE FL WHEN THE RIGHT ENGINE FAILED. HE SECURED THE RIGHT ENGINE AND TURNED BACK TOWARDS NEW SMYRNA BEACH, BUT AS HE WAS NEARING TICO AIRPORT THE LEFT ENGINE ALSO FAILED. THE PILOT, REALIZING HE WAS NOT GOING TO MAKE THE AIRPORT, ELECTED TO LAND IN A POND NEXT TO I-95 NEAR TITUSVILLE, FL. POST CRASH EXAMINATION OF THE ENGINES REVEALED THAT BOTH ENGINES FAILED INTERNALLY IN THE REAR BANK AREA. NO EXACT DETERMINATION OF THE ORIGIN OF THE FAILURES COULD BE MADE DUE TO THE AMOUNT OF DAMAGE DONE DURING THE FAILURE SEQUENCE.

Brief of Accident (Continued)

File No. - 291

4/02/87

TITUSVILLE, FL

A/C Reg. No. N25NA

Time (Lc1) - 0734 EST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

1. ENGINE ASSEMBLY - FAILURE, TOTAL

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #3        DITCHING  
Phase of Operation    LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 290      4/02/87      MIAMI, FL      A/C Reg. No. N6880T      Time (Lcl) - 1200 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

1

1

-----Aircraft Information-----

Make/Model      - CESSNA 310D  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4830  
No. of Seats      - 5

Eng Make/Model      - CONTINENTAL IO-470-VO  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 260 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 090/009 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - 3300 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

OPA LOCKA

Runway Ident      - 36R

Runway Lth/Wid      - 4374/ 244

Runway Surface      - ASPHALT

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 30

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 270

Make/Model- 3

Instrument- UNK/NR

Multi-Eng - 3

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STALLED THE ACFT PRIOR TO TOUCHDOWN RESULTING IN A HARD LANDING. ACCORDING TO FAA PERSONNEL AT OKLAHOMA CITY, THE PLT HOLDS A PRIVATE PLT CERTIFICATE WITH A SINGLE ENG LAND RATING AND WAS NOT RATED IN THE CESSNA 310D AIRCRAFT.

Brief of Accident (Continued)

File No. - 290

4/02/87

MIAMI, FL

A/C Reg. No. N6880T

Time (Lcl) - 1200 EST

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
  2.      IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  3. AIRSPEED(VSO) - BELOW - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  5. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

---

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 246      4/03/87      MIAMI, FL

A/C Reg. No. N506ES

Time (Lcl) - 0233 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation            -POSITIONING  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -CLIMB

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model        - PIPER PA-31-350  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7000  
No. of Seats       - 8

Eng Make/Model - LYCOMING LT10-540-J2BD  
Number Engines - 2  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 350 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 130/003 KTS  
Visibility         - 7.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling     - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
MIAMI, FL  
Destination  
SARASOTA, FL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A  
Runway Lth/Wid     - N/A  
Runway Surface      - N/A  
Runway Status       - N/A

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance    - IFR  
Type Apch/Lndg       - NONE

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 32  
Biennial Flight Review  
Current            - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 3265  
Make/Model-        123  
Instrument-         497  
Multi-Eng - UNK/NR  
Last 24 Hrs - 9  
Last 30 Days- UNK/NR  
Last 90 Days- 127  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB TO CRUISE THE PILOT LOST ONE BLADE OF THE THREE BLADED RIGHT PROPELLER, DUE TO THE FAILURE OF THE HUB. EXAMINATION OF THE PROPELLER AND ENGINE REVEALED THAT THE CRANKSHAFT COUNTERWEIGHT BUSHINGS WERE NOT INSTALLED ALLOWING A HIGH FREQUENCY VIBRATION TO EXIST, CAUSING THE FAILURE OF THE HUB.

Brief of Accident (Continued)

File No. - 246

4/03/87

MIAMI, FL

A/C Reg. No. N506ES

Time (Lcl) - 0233 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - LOSS, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, HUB - FAILURE, TOTAL
3. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - COMPANY MAINTENANCE PSNL
4. IMPROPER USE OF PROCEDURE, COMPLACENCY - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 222      4/03/87      FROSTPROOF,FL      A/C Reg. No. N9731G      Time (Lcl) - 1610 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 180H	Eng Make/Model - CONTINENTAL O-470 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	MIAMI,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RIVER RANCH
Wind Dir/Speed- 230/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4950/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - UNK/NR
SE LAND,ME LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 100
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON TOUCHDOWN THE RT LANDING GEAR TIRE BLEW DUE TO THE SIDE LOAD PLACED UPON IT AFTER THE ACFT WAS BLOWN  
SIDEWAYS BY THE DIRECT CROSSWIND. THE LANDING GEAR WAS THEN SHEARED OFF, AFTER WHICH, THE ACFT SLID OFF THE RWY  
INTO THE GRASS & CAME TO REST.



Brief of Accident (Continued)

File No. - 222

4/03/87

FROSTPROOF,FL

A/C Reg. No. N9731G

Time (Lc1) - 1610 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
2. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LANDING GEAR,TIRE - EXPLODED

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 329      4/05/87      FT. LAUDERDALE, FL      A/C Reg. No. N9663H      Time (Lcl) - 1501 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BANNER TOW  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

Crew      0

Pass      0

Injuries

Serious      Minor

0      0

0      0

None

1

0

-----Aircraft Information-----

Make/Model      - PIPER PA-18-125  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1608  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-A2B

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated      - NO -N/A

Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 310/010 KTS

Visibility      - 7.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

HOLLYWOOD, FL

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - WATER

Runway Status      - WATER-CALM

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND, SE SEA

Age      - 39

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type      - C-152

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 7506

Make/Model- 1500

Instrument- 1219

Multi-Eng      - 4000

Last 24 Hrs      - 9

Last 30 Days- UNK/NR

Last 90 Days- 494

Rotorcraft      - 1

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT WHILE TOWING A BANNER APRX 200-300 YARDS OFFSHORE AT AN ALT OF APRX 500 FT THE ENG SPUTTERED, THEN QUIT. ATTEMPTS TO RESTART IT WERE UNSUCCESSFUL. THE BANNER WAS THEN RELEASED & THE ACFT WAS DITCHED IN THE OCEAN. POST CRASH EXAMINATION OF THE ENGINE & CORRESPONDING SYSTEMS REVEALED NO EVIDENCE OF PRE-CRASH MECHANICAL FAILURE OR MALFUNCTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE ENG FAILURE.

Brief of Accident (Continued)

File No. - 329

4/05/87

FT.LAUDERDALE,FL

A/C Reg. No. N9663H

Time (Lc1) - 1501 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED

Occurrence #2      DITCHING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)  
2. TOWING/ADVERTISING EQUIPMENT - DUMPED

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 352      4/05/87      NEW SMYRNA BCH,FL      A/C Reg. No. N8678V      Time (Lcl) - 1523 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	1	0	0
Pass 0	0	0	0

Type of Operation -BANNER TOW  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Fire  
NONE

-----Aircraft Information-----

Make/Model - BELLANCA 7CBBG  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/012 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEWSHYRNA BEACH,FL  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 16  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 907	Last 24 Hrs - 4
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD JUST RETURNED FROM A BANNER TOW FLIGHT AND HAD REFUELED. WITNESSES STATED THAT ON DEPARTURE THE ACFT BANKED STEEPLY DURING THE INITIAL CLIMB TO PICK UP ANOTHER BANNER. THE WINGS THEN ROCKED BACK AND FORTH AND THE ACFT MUSHED UNTIL IMPACT WITH A TREE AND THEN THE ROAD SURFACE.

Brief of Accident (Continued)

File No. - 352

4/05/87

NEW SMYRNA BCH, FL

A/C Reg. No. N8678V

Time (Lc1) - 1523 EDT

Occurrence #1 ABRUPT MANEUVER

Phase of Operation TAKEOFF

Finding(s)

1. IMPROPER USE OF PROCEDURE, OSTENTATIOUS DISPLAY - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADEQUATE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 314      4/09/87      BIG PINE KEY, FL      A/C Reg. No. N6328D      Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX  
Method - TV/RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 360/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling - 25000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KEY WEST, FL  
Destination  
HOLLYWOOD, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND

Age - 23  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 280	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT DURING CRUISE FLT THE ENG BEGAN TO RUN ROUGH. HE THEN ATTEMPTED TO SOLVE THE PROBLEM TO NO AVAIL. UNABLE TO MAINTAIN ALT HE ELECTED TO LAND THE ACFT ON A ROAD. WHILE TAXIING, BOTH WINGS COLLIDED WITH STREET SIGNS. POST CRASH EXAMINATION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 314

4/09/87

BIG PINE KEY, FL

A/C Reg. No. N6328D

Time (Lc1) - 1945 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

2. OBJECT - UTILITY POLE(MARKED)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 339      4/18/87      GAINESVILLE, FL      A/C Reg. No. N89627      Time (Lc1) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MIAMI, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	GAINESVILLE REGIONAL
Wind Dir/Speed- 330/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 23	Last 24 Hrs - UNK/NR
	Aircraft Type - PA-28	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ELECTED TO LAND THE ACFT ON A TAXIWAY AFTER THE ENG QUIT APRX 5 MILES FROM THE ARPT. DURING THE FLARE, THE WING STALLED, FOLLOWED BY A HARD LANDING ON THE NOSE GEAR CAUSING IT TO COLLAPSE. POST CRASH EXAMINATION OF THE ACFT REVEALED THAT THE ENG QUIT DUE TO FUEL EXHAUSTION.



Brief of Accident (Continued)

File No. - 339

4/18/87

GAINESVILLE, FL

A/C Reg. No. N89627

Time (Lc1) - 1400 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. FLARE - EXCESSIVE - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
8. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 224      4/19/87      MELBOURNE, FL      A/C Reg. No. N24511      Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1640  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 340/014 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SARASOTA, FL  
Destination  
MELBOURNE, FL

ATC/Airspace

Type of Flight Plan -  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 40  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 32      Last 24 Hrs      - 9  
Make/Model- 32      Last 30 Days- UNK/NR  
Instrument- 1      Last 90 Days- 23  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT EXPERIENCED AN ENGINE FAILURE IN FLIGHT AND LANDED THE AIRCRAFT IN A PASTURE. HE THEN RESTARTED THE ENGINE AND TOOK OFF, AFTER TAKE OFF THE ENGINE FAILED TWO TIMES AND HE RESTARTED IT. THE ENGINE FAILED THE THIRD TIME AND HE COULD NOT START IT. DURING THE FORCED LANDING THE NOSE WHEEL HIT A DITCH AND THE AIRCRAFT NOSED OVER. EXAMINATION OF THE RIGHT FUEL TANK REVEALED IT WAS EMPTY AND THE LT FUEL TANK CONTAINED ABOUT 2 QUARTS OF FUEL.

Brief of Accident (Continued)

File No. - 224

4/19/87

MELBOURNE, FL

A/C Reg. No. N24511

Time (Lcl) - 1115 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN

Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 337      4/19/87      ZELLWOOD, FL      A/C Reg. No. N33592      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - PIPER J3C-65	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PLYMOUTH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	POTTER AIRPORT
Wind Dir/Speed- 060/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR-00200
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 160
SE LAND	Months Since - 16	Make/Model- 8
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER LANDING HE ALLOWED THE COPLT TO TAXI THE ACFT THOUGH HE FOLLOWED HIM THROUGH ON THE CONTROLS DUE TO HIS LACK OF EXPERIENCE ON TAILWHEEL ACFT. THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY AND BEFORE CONTROL COULD BE RE-ESTABLISHED BY THE PLT, TAXIED INTO A DITCH. HE FURTHER STATED THAT THIS ACCIDENT COULD HAVE BEEN PREVENTED HAD HE CONCENTRATED MORE.

Brief of Accident (Continued)

File No. - 337

4/19/87

ZELLWOOD, FL

A/C Reg. No. N33592

Time (Lc1) - 1800 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. RUDDER - IMPROPER USE OF - COPILOT
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - COPILOT
3. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

5. TERRAIN CONDITION - DITCH
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 205      4/23/87      ARCADOA, FL      A/C Reg. No. N49832      Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OKEECHOBEE, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ARCABIA MINICIPAL
Wind Dir/Speed- 300/016 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 6.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3700/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 28
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE PLT DIVERTED HIS ATTENTION FROM TAXIING THE ACFT TO RAISING THE FLAPS AND TURNING OFF THE CARB HEAT. THE RT WING WAS THEN LIFTED BY THE CROSS WIND, AFTER WHICH, THE PLT APPLIED EXCESSIVE RT RUDDER. THE ACFT LEFT THE RWY, FELL INTO A DITCH, & CAME TO REST.

Brief of Accident (Continued)

File No. - 205

4/23/87

ARCAD0A,FL

A/C Reg. No. N49832

Time (Lcl) - 1630 EDT

Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
2.        IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
3. AILERON - NOT USED - PILOT IN COMMAND
4.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. RUDDER - EXCESSIVE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 204      4/25/87      DAYTONA BEACH, FL      A/C Reg. No. N129ER      Time (Lcl) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 230/007 KTS	DAYTONA BEACH REGIONAL	
Visibility	- 10.0 SM	Runway Ident	- 25R
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Lth/Wid	- 7500/ 150
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total - 66
	Months Since	- N/A	Make/Model - 66
	Aircraft Type	- N/A	Instrument - 5
			Last 24 Hrs - 5
			Last 30 Days - UNK/NR
			Last 90 Days - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING ROLL, AFTER DEPRESSING BOTH BRAKES EVENLY, THE RT BRAKE LOCKED UP CAUSING THE ACFT TO LEAVE THE RWY. THE ARPT WAS BEACH REGIONAL AIRPORT, DAYTONA BEACH, FLORIDA, THE ACFT COLLIDED WITH A TAXIWAY MARKER SIGN & CAME TO REST. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF FAILURE OF MALFUNCTION OF THE BRAKES.



Brief of Accident (Continued).

File No. - 204

4/25/87

DAYTONA BEACH, FL

A/C Reg. No. N129ER

Time (Lcl) - 1300 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - AIRPORT FACILITY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 243      4/25/87      MIAMI, FL      A/C Reg. No. N25863      Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation	-PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/012 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	---

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE OWNERS RPRTD THE ACFT WAS STOLEN ON 4/25/87. THE NON-CERTIFICATED PLT RPRTD THAT HE HAD TAKEN THE ACFT WITHOUT PERMISSION. DRG FLT, THE ENG LOST POWER, & SUBSEQUENTLY, THE PLT MADE A FORCED LNDG IN THE EVERGLADES ABOUT 9 MI WEST OF THE TAMIAI ARPT. HE STATED THAT THE POWER LOSS WAS DUE TO CONTAMINATED FUEL. DRG AN INVESTIGATION, APRX 1 QT OF WATER WAS DRAINED FROM THE FUEL SYS. THE ACFT HAD NOT BEEN FLOWN FOR OVER A YEAR & DID NOT HAVE A CURRENT AIRWORTHINESS OR REGISTRATION CERTIFICATE ABOARD. WHEN THE PLT WAS INTERVIEWED, HE APPEARED TO BE UNDER THE INFLUENCE OF ALCOHOL; HOWEVER, HE HAD BEEN "DRINKING" BETWEEN THE TIME OF THE ACDNT & THE INTERVIEW.

Brief of Accident (Continued)

File No. - 243

4/25/87

MIAMI,FL

A/C Reg. No. N25863

Time (Lcl) - 1530 EDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE

Finding(s)

1. JUDGEMENT - POOR - UNQUALIFIED PERSON
  2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
  3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - UNQUALIFIED PERSON
  4. FLUID,FUEL - WATER
  5. AIRCRAFT PREFLIGHT - IMPROPER - UNQUALIFIED PERSON
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 242      4/26/87      ST.PETERSBURG,FL      A/C Reg. No. N217JA      Time (Lcl) - 1508 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2075  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 010/004 KTS  
Visibility      - 13.0 SM  
Lowest Sky/Clouds      - 3500 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SARASOTA,FL  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ALBERT WHITTED MUNICIPAL  
Runway Ident      - 36  
Runway Lth/Wid      - 2800/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 40  
Biennial Flight Review  
Current      - NO  
Months Since      - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 122
Make/Model-	10
Instrument-	2
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING, THE ACFT FLOATED DOWN THE RWY AS THE RESULT OF EXCESSIVE AIRSPEED DURING THE APCH. THE PLT CONTINUED TO FLARE THE ACFT, & AS THE AIRSPEED BLEW OFF, THE WINGS STALLED, RESULTING IN A HARD LANDING. THE ACFT THEN BEGAN TO PROPOISE, & ON THE THIRD LANDING, COLLAPSED THE NOSE GEAR. THE ACFT THEN SLID OFF THE RWY & CAME TO REST.

Brief of Accident (Continued)

File No. - 242

4/26/87

ST.PETERSBURG,FL

A/C Reg. No. N217JA

Time (Lc1) - 1508 EDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT POSSIBLE - PILOT IN COMMAND
3. FLARE - IMPROPER - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 335      5/02/87      APALACHICOLA, FL      A/C Reg. No. N4612C      Time (Lcl) - 1721 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage						
Type of Operation	-PERSONAL	SUBSTANTIAL		Fatal		Injuries		
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	Serious	Minor	None
Accident Occurred During	-LANDING	NONE	Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-L	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness   - N/A</p> <p>Basic Weather   - VMC</p> <p>Wind Dir/Speed- 150/009 KTS</p> <p>Visibility       - 10.0 SM</p> <p>Lowest Sky/Clouds - 3000 FT SCATTERED</p> <p>Lowest Ceiling   - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation    - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PANAMA CITY, FL</p> <p>Destination</p> <p>TAMPA, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident       - N/A</p> <p>Runway Lth/Wid    - N/A</p> <p>Runway Surface    - N/A</p> <p>Runway Status     - N/A</p>
--	---	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4467</p> <p>Make/Model- 27</p> <p>Instrument- 462</p> <p>Multi-Eng - 3512</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 5</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE DEPARTED PANAMA CITY EN ROUTE TO TAMPA, FL, WHEN THE MANIFOLD PRESSURE AND OIL PRESSURE STARTED TO DROP. HE THEN TURNED TOWARDS APALACHICOLA TO TRY TO MAKE IT TO THE AIRPORT BUT WAS UNABLE AND MADE A FORCED LANDING IN A SWAMPY AREA APRX 2 MILES FROM THE ARPT. POST CRASH EXAMINATION OF THE ENG REVEALED THAT THE #4 MAIN BEARING TURNED ON THE JOURNAL CAUSING OIL STARVATION TO THE CONNECTING RODS.

Brief of Accident (Continued)

File No. - 335

5/02/87

APALACHICOLA, FL

A/C Reg. No. N4612C

Time (Lc1) - 1721 CDT

-----  
Occurrence #1            LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY, BEARING - LOOSE
  2. FLUID, OIL - STARVATION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 389      5/03/87      FT.LAUDERDALE,FL      A/C Reg. No. N43867      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-FLORIDA AIRCRAFT LEASING	SUBSTANTIAL						
Type of Operation	-NON SCHED,INTL,CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 125	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							3
								0

-----Aircraft Information-----

Make/Model	- DOUGLAS DC-6A	Eng Make/Model	- P&W R-2800-CB	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 103800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- UNK/NR	Rated Power	- 1450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	UNK/NR	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 110/009 KTS	FT. LAUDERDALE INT'L	
Visibility	- 12.0 SM	Runway Ident	- 09L
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 8018/ 150
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - 26000	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 8000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THEY HAD MADE A NORMAL LANDING AND ON ROLLOUT EXPERIENCED SEVERE VIBRATION FROM A NOSE WHEEL SHIMMY. THE VIBRATION RESULTED IN SUBSTANTIAL DAMAGE TO THE HORIZONTAL STABILIZER SPAR ATTACH POINTS.



Brief of Accident (Continued)

File No. - 389

5/03/87

FT.LAUDERDALE,FL

A/C Reg. No. N43867

Time (Lcl) - 1400 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - VIBRATION
2. FLIGHT CONTROL, ELEVATOR ATTACHMENT - CRACKED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 394      5/31/87      LAKE WALES, FL      A/C Reg. No. N63597      Time (Lcl) - 1547 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	2

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-D2J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 060/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 4000 FT  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
FT. MYERS, FL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

CHALET SUZANNE AIR STRIP  
Runway Ident      - 36  
Runway Lth/Wid      - 2450/ 50  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 46  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 375      Last 24 Hrs - 7  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- 22      Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SELECTED 20 DEGREES OF FLAPS FOR A SHORT FIELD TAKEOFF. AT APRX 75 FT AGL HE RAISED THEM 10 DEGREES RESULTING IN A NOSE HIGH ALTIUDE. THE ACFT THEN STALLED AND CRASHED UNCONTROLLED IN A NOSE LOW ALTITUDE CAUSING THE NOSE GEAR TO COLLAPSE. THE ACFT THEN NOSED OVER AND CAME TO REST INVERTED. ACCORDING TO THE PLT'S OPERATING HANDBOOK, FLAP SETTINGS GREATER THAN 10 DEGREES ARE NOT APPROVED FOR TAKEOFF.

Brief of Accident (Continued)

File No. - 394

5/31/87

LAKE WALES, FL

A/C Reg. No. N63597

Time (Lcl) - 1547 EDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
  2. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
  3. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - GROUND
  6. LANDING GEAR, NOSE GEAR - OVERLOAD
  7. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
- 

Occurrence #3            NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 268

1/03/87

KENNASAW,GA

A/C Reg. No. N3473F

Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 182J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 230 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KENNESAW,GA  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

MCCOLLUM  
Runway Ident - 27  
Runway Lth/Wid - 4591/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2657  
Make/Model- 411  
Instrument- 21  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 14  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB FOR A LOCAL PLEASURE FLIGHT THE PILOT REPORTED THAT THE AIRCRAFT BEGAN TO LOSE POWER. THE PILOT MADE A 180 DEGREE TURN TO MAKE AN EMERGENCY DOWNWIND LANDING. HE REPORTED THAT THE POWER INCREASED AND HE DECIDED TO MAKE A NORMAL APPROACH TO THE DEPARTURE RUNWAY. THE AIRCRAFT OVERSHOT THE FINAL APPROACH AND BEGAN TO LOSE POWER ONCE AGAIN. THE PILOT DECIDED TO STALL THE AIRCRAFT IN TALL PINE TREES. PRIOR TO DEPARTURE THE AIRCRAFT HELD POSITION WAITING FOR A TAKEOFF FOR APPROX 15 MINUTES. THE PILOT DID NOT CHECK CARBURETOR HEAT PRIOR TO TAKEOFF. CONDITIONS WERE CONDUCIVE FOR INDUCTION ICING.

Brief of Accident (Continued)

File No. - 268

1/03/87

KENNASAW,GA

A/C Reg. No. N3473F

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
4. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 202 1/15/87 ALBANY,GA

A/C Reg. No. N4353P

Time (Lcl) - 1823 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
Fire	NONE	Crew 0	0	0	1
		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - IMC  
Wind Dir/Speed- 030/005 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - 200 FT THIN OVC  
Lowest Ceiling - OBSCURED  
Obstructions to Vision- FOG  
Precipitation - UNK/NR  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
BOWLING GREEN,KY  
Destination  
ALBANY,GA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ALBANY DOUGHERTY CO.  
Runway Ident - 04  
Runway Lth/Wid - 6601/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 319	Last 24 Hrs - 7
Make/Model- 225	Last 30 Days- UNK/NR
Instrument- 58	Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT DEPTD BOWLING GREEN WITH A LISTED 5.0 HRS FUEL ON BD. AFTER 3 HR 35 MIN HE ARRIVED OVER DEST AFTER EXHAUSTING FUEL IN THE RT TANK ABT 30 MIN PRIOR. HE STATED THAT THE OTHER TANK WAS ABT 1/2 FULL AT THE TIME. 15 MIN AFTER RT TANK EXHAUSTION THE PLT REQ HIS FIRST WX UPDATE AT DEST. IT WAS AT MIN. AFTER ARP OVER DEST THE EFC TIME WAS ABOUT 25 MIN. LATER. AT THE EFC THE PLT WAS CLRD TO APCH CONT AND TOLD TO EFC 1 HR LATER. THE PLT IND THAT HE COULD NOT HOLD THAT LONG. HE REQ THAT APCH "LEAP FROG" HIM PAST THE OTHER TRAFFIC APCH DENIED AND PLT REQ DIVERSION TO ANOTHER APT. HE WAS CLRD TO VALDOSTA BUT WAS TOLD THAT APCH GAVE HIM TWO OTHER CHOICES, STAY IN PAT. OR DEC EMER AND WOULD BE WORKED IN PLT REQ PRIORITY INST OF EMER AND WAS DENIED. PLT WAS CLRD FOR ILS APCH. AT 1821 THE PLT RADIOED MY ENG JUST QUIT. HE THEN RADIOED TWR THAT HE HAD HIT SOME WIRES AND WAS DOWN OFF THE ARPT BUT WAS OK. TOT FLT TIME ABT 4 HRS. 40 MIN.

Brief of Accident (Continued)

File No. - 202

1/15/87

ALBANY,GA

A/C Reg. No. N4353P

Time (Lcl) - 1823 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. HOLDING AIRSPACE PROCEDURE - CONGESTED
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
7. IMPROPER DECISION,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. JUDGEMENT - INADEQUATE - PILOT IN COMMAND
9. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
10. IN FLIGHT BRIEFING SERVICE - NOT USED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

11. OBJECT - TREE(S)
12. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 201 3/10/87 LESLIE,GA

A/C Reg. No. N8721H

Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P&W R-1340-AN-1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

LESLIE,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - SOFT

ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 57

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13340

Make/Model- 3148

Instrument- UNK/NR

Multi-Eng - 242

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 48

Rotorcraft - 457

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED LOSING POWER SHORTLY AFTER TAKEOFF; A FORCED LDG WAS SUBSEQUENTLY MADE IN A FRESHLY-PLOWED FIELD WHERE THE ACFT FLIPPED OVER. EXAMINATION OF THE ENGINE REVEALED A CRACKED #7 CYL HEAD. FAA SERVICE DIFFICULTY REPORTS (SDR'S) INDICATED THAT THERE HAVE BEEN AT LEAST 20 SIMILAR CASES OF CYL CRACKING ON P&W R-1340 ENGINES BETWEEN JANUARY 1980 AND APRIL 1987.



Brief of Accident (Continued)

File No. - 201

3/10/87

LESLIE,GA

A/C Reg. No. N8721H

Time (Lc1) - 1730 EST

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT

Finding(s)

2. OBJECT - WIRE,TRANSMISSION

Occurrence #3      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #4      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. LANDING GEAR,MAIN GEAR - OVERLOAD
5. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 378      3/26/87      BAINBRIDGE,GA      A/C Reg. No. N6699Z      Time (Lc1) - 0825 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2900  
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE/004 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BAINBRIDGE,GA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
FOREIGN  
SE LAND,ME LAND

Age - 34  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2000  
Make/Model- 22  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE CONDUCTING AN AG TRAINING FLIGHT. THE TRAINING PROGRAM WAS PART OF THE LOCUST CONTROL IN CENTRAL AND SOUTHERN AFRICA. THERE WAS AN INSTRUCTOR ON THE GROUND WHO ACTED AS A RADIO CONTROLLER FOR THE FLIGHT. THE PILOT FAILED TO MAINTAIN VISUAL LOOKOUT DURING THE MANEUVERING PHASE OF THE SWATH RUN. THE PILOT DID NOT REPORT ANY ACFT PROBLEMS.

Brief of Accident (Continued)

File No. - 378

3/26/87

BAINBRIDGE,GA

A/C Reg. No. N6699Z

Time (Lcl) - 0825 EST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 342      4/09/87      VIDALIA,GA      A/C Reg. No. N75961      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

VIDALIA MUNICIPAL  
Runway Ident - 36  
Runway Lth/Wid - 5000/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 68  
Last 24 Hrs - 1  
Make/Model- 47  
Last 30 Days- UNK/NR  
Instrument- 3  
Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE APPARENTLY HAD HIS LEFT FOOT TOO HIGH ON THE LEFT RUDDER PEDAL WHILE MAKING A X-WIND LDG. THE LEFT WHEEL SKIDDED ON THE TOUCHDOWN AND THE ACFT RAN OFF THE LEFT SIDE OF THE RWY. THE NOSE WHEEL SUBSEQUENTLY BROKE OFF AND THE ACFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 342

4/09/87

VIDALIA,GA

A/C Reg. No. N75961

Time (Lcl) - 1730 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - INADVERTENT USE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

5. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
  6. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 350      5/27/87      WINDER,GA      A/C Reg. No. N18HB      Time (Lc1) - 1925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Fatal

Crew 0  
Pass 0

Injuries

Serious Minor

0 0  
0 0

None

1  
1

-----Aircraft Information-----

Make/Model - BEECH A36-TC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-UB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 150/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 4500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
CHAMBLEE,GA

Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

WINDER (BARROW)  
Runway Ident - 31  
Runway Lth/Wid - 4500 -UNK/NR  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 800  
Make/Model- 106  
Instrument- 67  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED EXPERIENCING A COMPLETE ELECTRICAL FAILURE SHORTLY AFTER TAKEOFF. ALL SYSTEMS WERE SHUT DOWN AND THE PLT DECLARED AN EMERGENCY. THE FLIGHT DESCENDED TO VISUAL CONDITIONS FOR A LANDING AT WINDER. THE PLT SHUT DOWN THE ENGINE AND ATTEMPTED A NO POWER LANDING. THE ACFT STALLED ABOUT 15 FEET ABOVE THE GROUND. THE INVESTIGATION DISCLOSED THAT AN ALTERNATOR BRUSH WAS DISLODGED FROM IT'S NORMALLY INSTALLED POSITION. THE ENGINE OPERATED NORMALLY. THE ELECTRICAL FAILURE DID NOT NECESSITATE STALLING THE ACFT 20 FEET ABOVE THE GROUND.

Brief of Accident (Continued)

File No. - 350

5/27/87

WINDER,GA

A/C Reg. No. N18HB

Time (Lc1) - 1925 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,ALTERNATOR - FAILURE,TOTAL
2. MAINTENANCE,MAJOR REPAIR - IMPROPER - MANUFACTURER

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 HARD LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. AIRSPEED - INADEQUATE - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 396      6/29/87      DENMARK,GA      A/C Reg. No. N7734U      Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 172E  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL O-300-D  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 145 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 090/013 KTS

Visibility      - 6.0 SM

Lowest Sky/Clouds      - 25000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- HAZE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BROOKLET,GA

Destination  
LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident      - 07

Runway Lth/Wid      - 3000 -UNK/NR

Runway Surface      - GRASS/TURF

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current      - YES

Months Since      - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 322      Last 24 Hrs - 0

Make/Model- 217      Last 30 Days- UNK/NR

Instrument- 67      Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK POWER LINES AND SEVERED THE NOSE GEAR DURING LANDING. WHEN THE NOSE WAS LOWERED TO GROUND ON LANDING ROLL ACFT NOSED OVER INVERTED. ACFT WAS BEING DELIVERED TO MECHANICS NEW AIRSTRIP FOR ANNUAL INSPECTION. THE PLT WAS UNAWARE OF POWER LINES WHICH WERE NOT MARKED. MARKERS HAVE SINCE BEEN ORDERED BY AIRSTRIP OWNER TO BE INSTALLED BY POWER COMPANY UPON RECEIPT.



Brief of Accident (Continued).

File No. - 396

6/29/87

DENMARK,GA

A/C Reg. No. N7734U

Time (Lcl) - 1930 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. LANDING GEAR,NOSE GEAR - OVERLOAD
  3. LANDING GEAR,NOSE GEAR - SEPARATION
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 398      7/12/87      MONROE, GA

A/C Reg. No. N7624

Time (Lcl) - 1335 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-DESCENT	Pass 0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - SCHLEICHER K8B  
Landing Gear - HULL  
Max Gross Wt - 684  
No. of Seats - 1

Eng Make/Model - N/A  
Number Engines - N/A  
Engine Type - N/A  
Rated Power - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MONROE WALTON COUNTY ARPT  
Runway Ident - 03  
Runway Lth/Wid - UNK/NR  
Runway Surface - GRASS/TURF  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
GLIDER

Age - 27

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 266

Make/Model- 93

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS ON HIS FIRST FLT OF THE DAY IN A GLIDER THAT HE HAD NOT FLOWN RECENTLY. HE REPORTED THE TAKEOFF, TOW AND TRAFFIC PATTERN AS NORMAL. HE USED THE SPOILERS SPARINGLY UNTIL HE TURNED FINAL. HE WAS MOST SURPRISED, HE SAID, WHEN ONE OF THE ACFT'S WINGS CONTACTED A SMALL TREE JUST PRIOR TO TOUCH DOWN. HIS REPORT SHOWS THAT THE IMPACT WITH THE TREE WAS 525 FT SHORT OF THE END OF THE PARALLEL ASPHALT RWY. ALSO SHOWN ON HIS REPORT IS HIS INTENDED GROUND TRACK WHICH IS SHOWN WEST (LEFT) OF THE RWY CENTER LINE. THE LEFT WING OF THE GLIDER HIT THE TREE. THE ARPT DIAGRAM FOUND IN THE 1987 GEORGIA ARPT DIRECTORY DOES NOT SHOW THE GRASS RWY. ANOTHER GLIDER CLUB OPERATING AT THE ARPT HAD, REPORTEDLY, DISTRIBUTED A DIAGRAM SHOWING THE GRASS RWY STARTING EVEN WITH THE END OF THE PAVED 03 RWY. THERE WERE NO MARKINGS TO SHOW THE CENTER LINE OR THE END OF THE GRASS RWY.

Brief of Accident (Continued)

File No. - 398

7/12/87

MONROE,GA

A/C Reg. No. N7624

Time (Lc1) - 1335 EDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - BERM
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
7. UNSAFE/HAZARDOUS CONDITION WARNING - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2       IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. OBJECT - TREE(S)

Occurrence #3       IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation   DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - BERM

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 327      4/10/87      HONOLULU, HI      A/C Reg. No. N118MP      Time (Lcl) - 0806 HST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries		
Name of Carrier -MID PACIFIC AIRLINES, INC	NONE		Fatal	Serious	Minor
Type of Operation -SCHEDULED, INTL, PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	1	3
Accident Occurred During -TAKEOFF					4
					35

-----Aircraft Information-----

Make/Model - NIHON YS-11A	Eng Make/Model - ROLLS-ROYCE MK-542-10J	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 51800	Engine Type - TURBOPROP	
No. of Seats - 60	Rated Power - 2966 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LIHUE, HI	HONOLULU INT'L
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 08L
Visibility - 25.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 12360/ 150
Lowest Sky/Clouds - SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 5500
ME LAND	Months Since - 1	Last 24 Hrs - 4
	Aircraft Type - YS-11	Make/Model- 3000
		Last 30 Days- 80
		Instrument- 425
		Last 90 Days- 150
		Multi-Eng - 5350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN APPROACHING V1/VR, THE #1 ENGINE FIRE WARNING LIGHT ILLUMINATED AND THE FIRE BELL SOUNDED. THE TAKEOFF WAS ABORTED AND THE ACFT WAS TURNED OFF THE RWY ONTO A TAXIWAY. THE ENGINES WERE SHUTDOWN AND THE CAPTAIN ORDERED A RIGHT SIDE EVACUATION, HOWEVER, THE LEFT SIDE, NOT ORDERED, WAS ALSO UTILIZED. DURING THE EVACUATION ONE PASSENGER WAS SERIOUSLY INJURED. INSPECTION REVEALED THAT THE CHAFING ON THE FIRE SENSING ELEMENT OUTER TUBE AGAINST THE ENGINE THERMOCOUPLE FUNCTION BOX CREATED A CHANGE IN CAPACITANCE WITHIN THE ELEMENT SUFFICIENT ENOUGH TO ENERGIZE THE FIRE WARNING CIRCUITS. THERE WAS NO FIRE. ONE PASSENGER SUFFERED A FRACTURED ANKLE DURING THE EVACUATION.

Brief of Accident (Continued)

File No. - 327

4/10/87

HONOLULU, HI

A/C Reg. No. N118MP

Time (Lc1) - 0806 HST

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FIRE WARNING SYSTEM, POWERPLANT - CHAFED
  2. FIRE WARNING SYSTEM, POWERPLANT - FALSE INDICATION
  3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
  4. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - FLIGHT ATTENDANT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 311      1/16/87      CORNING, IA      A/C Reg. No. N7688N      Time (Lcl) - 2145 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	2	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- BEECH A-36	Eng Make/Model	- CONTINENTAL IO-520-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3650	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP	
Method	- TELEPHONE	CHAMPAIGN, IL		
Completeness	- FULL	Destination	Airport Data	
Basic Weather	- VMC	CORNING, IA	CORNING	
Wind Dir/Speed	- 090/007 KTS		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 1300 FT	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 1300 FT OVERCAST	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1586	Last 24 Hrs - 4
SE LAND	Months Since - 6	Make/Model - 1326	Last 30 Days - UNK/NR
	Aircraft Type - A-36	Instrument - 164	Last 90 Days - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT HAD PROGRESSED NORMALLY FROM CHAMPAGNE, IL. THE IFR FLT PLAN WAS CANCELLED AT LAMONI VOR AND THE FLT PROCEEDED VFR. ON FINAL APPROACH TO RWY 17, APRX 1 MILE FROM THE RWY, THE ALTIMETER SUDDENLY UNWOUND AND THE ACFT STRUCK TREES. THE ALTIMETER HAD FUNCTIONED NORMALLY UP TO THAT POINT. POST ACCIDENT INSPECTION OF THE ALTIMETER SHOWED BINDING OF THE 100 FOOT NEEDLE AT THE TANG. ONLY SLOW MOVEMENT OF THE NEEDLE PRODUCED A SIGNIFICANT PROBLEM IN BINDING. THE TESTING OF THE ALTIMETER PRODUCED A SIMILAR MALFUNCTION TO THAT EXPERIENCED BY THE PLT DURING THE APPROACH. THE LIGHTS OF THE ARPT WERE FUNCTIONING PROPERLY DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 311

1/16/87

CORNING,IA

A/C Reg. No. N7688N

Time (Lcl) - 2145 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,ALTIMETER - BINDING(MECHANICAL)
2. MAINTENANCE,ADJUSTMENT - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. OBJECT - TREE(S)
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 285      4/05/87      MUSCATINE, IA      A/C Reg. No. N79179      Time (Lcl) - 1410 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	2	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During -TAKEOFF							

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HENRY RAHLF'S FARM STRIP
Wind Dir/Speed- 360/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1300
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2309
SE LAND,ME LAND	Months Since - 4	Make/Model- 610
	Aircraft Type - C-150	Instrument- 164
		Multi-Eng - 130
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 88
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE GRASS RUNWAY WAS 1300 FEET LONG. THE WIND WAS 90 DEGREES CROSS AT 5 KNOTS, GUSTS TO 20 KTS. THE INSTRUCTOR SAID THEY HAD A WIND SHIFT AND THEN THEY HIT A SOFT SPOT NEAR THE END OF THE RUNWAY WHICH SLOWED THEM. THE ELEVATOR AND STABILIZER CAUGHT ON A BARBED WIRE FENCE. THE AIRPLANE ENDED UP IN A DITCH BETWEEN THE FENCE AND A ROAD.



Brief of Accident (Continued)

File No. - 285

4/05/87

MUSCATINE, IA

A/C Reg. No. N79179

Time (Lcl) - 1410 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
4. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
6. OBJECT - FENCE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 371      5/18/87      FOREST CITY, IA      A/C Reg. No. N3767J      Time (Lcl) - 1900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/015 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 117	Last 24 Hrs	- UNK/NR
Make/Model-	117	Last 30 Days-	8
Instrument-	2	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

AFTER REACHING A CRUISE ALT OF 1000 FT AGL, THE PLT NOTICED A LACK OF OIL PRESSURE. HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN UNPLOWED SOFT FIELD. THE PLT THEN REDUCED PWR TO IDLE AND SET UP FOR THE LANDING. DURING THE LANDING ROLL THE ACFT NOSED OVER. POST ACCIDENT INSPECTION REVEALED A BREAK IN THE OIL LINE.

Brief of Accident (Continued)

File No. - 371

5/18/87

FOREST CITY, IA

A/C Reg. No. N3767J

Time (Lc1) - 1900 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE

Finding(s)

1. ENGINE INSTRUMENTS, OIL PRESSURE GAGE - NO PRESSURE
  2. LUBRICATING SYSTEM, OIL LINE - SEPARATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    CRUISE

-----  
Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 324      1/25/87      LANSING,IL      A/C Reg. No. N4805B      Time (Lcl) - 1545 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LANSING MUNICIPAL
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2432/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 11
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING SECOND TOUCH & GO LANDING, PLT ENCOUNTERED A CROSSWIND. WHILE ATTEMPTING A GO-AROUND, AFTER BOUNCING THREE TIMES, THE ACFT DRIFTED TO THE LEFT. THE ACFT COLLIDED WITH A SNOWBANK AND NOSED OVER.

Brief of Accident (Continued)

File No. - 324

1/25/87

LANSING, IL

A/C Reg. No. N4805B

Time (Lc1) - 1545 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 319      1/25/87      WEST MIDDLETON, IN      A/C Reg. No. N6179Q      Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point KOKOMO, IN	ON AIRPORT
Method - N/A	Destination	<b>Airport Data</b>
Completeness - N/A	SAME AS ACC/INC	GLENNDAL
Basic Weather - VMC	<b>ATC/Airspace</b>	Runway Ident - 36
Wind Dir/Speed- 045/011 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2048/ 110
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 81
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 57
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING ROLL THE LEFT MAIN GEAR STRUCK A SNOWBANK. THE NOSE WHEEL THEN GOT CAUGHT IN SNOW AND THE ACFT TIPPED UP ON THE PROP AND LEFT WING.

Brief of Accident (Continued)

File No. - 319

1/25/87

WEST MIDDLETON, IN

A/C Reg. No. N6179Q

Time (Lc1) - 1630 EST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 318      1/31/87      MARTINSVILLE, IN      A/C Reg. No. N9257      Time (Lcl) - 0945 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage

DESTROYED

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious      Minor  
0      0  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - ENSTROM F-28A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360-C1B  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 205 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 290/017 KTS  
Visibility      - 5.0      SM  
Lowest Sky/Clouds      - 2200 FT  
Lowest Ceiling      - 2200 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PARAGON, IN  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 61

Biennial Flight Review

Current      - YES  
Months Since      - 15  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	538	Last 24 Hrs	-	0
Make/Model	-	46	Last 30 Days	-	2
Instrument	-	0	Last 90 Days	-	7
			Rotorcraft	-	46

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING TO THE EAST THE PLT WAS BLINDED BY THE SUN AND THE ACFT STRUCK TELEPHONE WIRES.



Brief of Accident (Continued)

File No. - 318

1/31/87

MARTINSVILLE, IN

A/C Reg. No. N9257

Time (Lcl) - 0945 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 326      2/04/87      HUNTINGTON, IN      A/C Reg. No. N62503      Time (Lcl) - 1815 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FT. WAYNE, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HUNTINGTON MUNICIPAL
Wind Dir/Speed- 310/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 131
SE LAND	Months Since - 15	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING A TOUCH & GO LANDING, THE PLT REPORTS THAT DURING THE TAKEOFF PHASE SHE WAS SLIGHTLY LEFT AND TRIED TO CORRECT TO THE RIGHT WHEN THE LEFT WHEEL CAUGHT IN SNOW AND THE ACFT PULLED OFF THE RWY TO THE LEFT. THE ACFT FLIPPED OVER AND CAME TO REST INVERTED ABOUT 10 FEET LEFT OF THE RWY.

Brief of Accident (Continued)

File No. - 326

2/04/87

HUNTINGTON, IN

A/C Reg. No. N62503

Time (Lc1) - 1815 EST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - POOR - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 367      4/23/87      LINCOLN,KS      A/C Reg. No. N8802B      Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation      -AERIAL APPLICATION

Flight Conducted Under      -14 CFR 137

Accident Occurred During      -LANDING

Fire      Crew      0  
NONE      Pass      0

-----Aircraft Information-----

Make/Model      - EAGLE DW-1

Landing Gear      - TAILWHEEL-ALL FIXED

Max Gross Wt      - 5400

No. of Seats      - 1

Eng Make/Model      - LYCOMING IO-540-M1B5D

Number Engines      - 1

Engine Type      - RECIP-FUEL INJECTED

Rated Power      - 300 HP

ELT Installed/Activated      - NO -N/A

Stall Warning System      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING

Method      - N/A

Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 360/002 KTS

Visibility      - 20.0 SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - DIRT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FULL STOP

PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age      - 23

Biennial Flight Review

Current      - YES

Months Since      - 23

Aircraft Type      - 152

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1654      Last 24 Hrs      - 8

Make/Model- 485      Last 30 Days- UNK/NR

Instrument- 37      Last 90 Days- 95

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT WAS SPRAYING 2/4/D WHEN ONE SPRAY NOZZLE STUCK OPEN. RATHER THAN KILL ALFALFA AND TREES DURING THE TURNAROUNDS, THE PLT ELECTED TO LAND ON A DIRT ROAD AND REPAIR THE NOZZLE. HE MISJUDGED THE WIDTH OF THE ROAD AND ON TOUCHDOWN, THE RIGHT WING TOUCHED DOWN ON TOP OF A FENCE. THE PLT MOVED THE ACFT TO THE LEFT TO GET OFF THE FENCE AND THE LEFT WHEEL WENT OFF THE ROAD INTO SOFT DIRT. THE ACFT FLIPPED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 367

4/23/87

LINCOLN,KS

A/C Reg. No. N8802B

Time (Lcl) - 1700 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - FENCE
  2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. CLEARANCE - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 370      5/01/87      OTTAWA,KS      A/C Reg. No. N9858V      Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	0	1
Accident Occurred During -LANDING							0

-----Aircraft Information-----

Make/Model - CESSNA 188	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OSAGE CITY,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 135/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3500
SE LAND	Months Since - 1	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS RETURNING FROM AN AERIAL APPLICATION FLT WHEN THE FUEL LINE TO THE FUEL FILTER DISCONNECTED. DURING THE FORCED LANDING, THE ACFT RAN INTO A FENCE. THE ENG HAD BEEN INSTALLED 100 FLT HRS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 370

5/01/87

OTTAWA,KS

A/C Reg. No. N9858V

Time (Lcl) - 1320 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,LINE - DISCONNECTED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 368      5/02/87      MEADE,KS      A/C Reg. No. N38687      Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-11  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

MUNICIPAL  
Runway Ident - 17  
Runway Lth/Wid - 3400/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 24  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 110  
Last 24 Hrs - 2  
Make/Model- 15  
Last 30 Days- UNK/NR  
Instrument- 1  
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF, THE ENGINE STARTED LOSING POWER. DURING THE TURN TOWARD A LANDING AREA, THE AIRPLANE STALLED, HIT THE GROUND TO THE RIGHT OF THE RUNWAY AND FLIPPED FORWARD TO THE INVERTED POSITION. A PARTIAL TEAR DOWN INSPECTION REVEALED THAT THE INTAKE VALVE ON THE NUMBER THREE CYLINDER HAD BEEN STICKING.



Brief of Accident (Continued)

File No. - 368

5/02/87

MEADE,KS

A/C Reg. No. N38687

Time (Lcl) - 1815 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, PARTIAL
2. ENGINE ASSEMBLY, VALVE - JAMMED

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #5      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 343      4/05/87      PADUCAH, KY      A/C Reg. No. N6141S      Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - AIR & SPACE 18A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/008 KTS  
Visibility - 25.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

FARRINGTON AIRPARK  
Runway Ident - 04  
Runway Lth/Wid - 2985/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND, SE SEA  
HELICOPTER , GYROPLANE

Age - 59  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - 18A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 4035	Last 24 Hrs - 4
Make/Model- 27	Last 30 Days- UNK/NR
Instrument- 217	Last 90 Days- UNK/NR
Multi-Eng - 2318	Rotorcraft - 63

AIRSHIP , 4  
Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE SPUN THE ROTOR UP TO 350 RPM IN PREPARATION FOR A MAXIMUM PERFORMANCE TAKEOFF. DURING TAKEOFF ROLL, THE GYROPLANE EXPERIENCED GROUND RESONANCE. THE PLT REDUCED THE THROTTLE TO IDLE, BUT THE OSCILLATIONS CONTINUED AND THE RT MAIN LDG GEAR COLLAPSED. THE ROTOR SUBSEQUENTLY STRUCK THE RUNWAY AND TORE LOOSE FROM THE GYROPLANE. THE PILOT NOTED THAT SLIGHT BARELY NOTICEABLE UNDULATIONS EXISTED IN THE PORTION OF THE RWY SURFACE USED DURING THE TAKEOFF ROLL. THE FAA APPROVED FLT MANUAL (AFM) FOR THE GYROPLANE CONTAINS NO EMERGENCY OPERATION PROCEDURES FOR GROUND RESONANCE. THE ACFT OPERATOR REPORTED THAT THE PLT WAS TAUGHT TO TAKEOFF IF SUFFICIENT ROTOR RPM WAS AVAILABLE IN THE EVENT OF GROUND RESONANCE. THE AFM STATES THAT ANY AIRSPEED MAY BE USED FOR TAKEOFF IF THE ROTOR DOES NOT DECAY BELOW 140 RPM.

Brief of Accident (Continued)

File No. - 343

4/05/87

PADUCAH, KY

A/C Reg. No. N6141S

Time (Lc1) - 1000 CDT

Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
4.      PROCEDURE INADEQUATE, CONDITION(S)/STEP(S) NOT LISTED - MANUFACTURER
5.      INADEQUATE CERTIFICATION/APPROVAL, AIRCRAFT - FAA(ORGANIZATION)
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

9. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 2,4,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 340      5/19/87      PADUCAH,KY

A/C Reg. No. N6154S

Time (Lc1) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	1	0
Pass	0	0	0	0

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - AIR & SPACE 18A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1800  
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident - 04  
Runway Lth/Wid - 2985/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI,FLT ENG  
SE LAND,ME LAND,SE SEA,ME SEA  
HELICOPTER ,GYROPLANE

Age - 56

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 25000	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE GRYOPLANE HAD BEEN OVERHAULED TO NEW SPECIFICATIONS AND WAS MAKING ITS FIRST TEST FLIGHT. DURING TAKEOFF THE ACFT EXPERIENCED A SLIGHT LEFT YAW, AND ATTEMPTS TO CORRECT THE YAW ONLY INCREASED IT. THE PLT ABORTED THE TAKEOFF AND THE ACFT LANDED IN A YAWED CONDITION. POST ACCIDENT INSPECTION REVEALED THAT THE RUDDER CABLES HAD BEEN INCORRECTLY HOOKED UP, RESULTING IN REVERSE RUDDER COMMAND.

Brief of Accident (Continued)

File No. - 340

5/19/87

PADUCAH, KY

A/C Reg. No. N6154S

Time (Lcl) - 1000 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - INCORRECT
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
5. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
7. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 333      2/14/87      CHARLEVOIX, MI      A/C Reg. No. N8896B      Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EAST JORDAN, MI	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	CHARLEVOIX MUNI.
Wind Dir/Speed- 010/007 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 212
SE LAND	Months Since - 16	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 42
		Instrument- 7
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING THE NOSE WHEEL BUCKLED AFTER STRIKING A SNOWBANK AND THE AIRCRAFT FLIPPED OVER. PILOT REPORTED THERE WAS A PROBLEM WITH THE NOSE WHEEL ALTHOUGH INSPECTION OF THE NOSE WHEEL AFTER THE ACCIDENT DID NOT REVEAL ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 333

2/14/87

CHARLEVOIX,MI

A/C Reg. No. N8896B

Time (Lcl) - 1800 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 328      4/19/87      BALDWIN,MI      A/C Reg. No. N4961C      Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Pass

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model      - NAVION A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2350  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL E-185-9  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 205 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 011/006 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BALDWIN,MI  
Destination  
MUSKEGON,MI

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

BALDWIN MUNICIPAL  
Runway Ident      - 27  
Runway Lth/Wid      - 3800/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1086      Last 24 Hrs - 0  
Make/Model- 6      Last 30 Days- 8  
Instrument- 27      Last 90 Days- 30  
Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

AFTER BEGINNING A LEVEL OFF AT APRX 6000 FT, THE ACFT ENGINE STOPPED. DURING THE FORCED LANDING THE ACFT CRASHED IN A HEAVILY WOODED AREA APRX 1/2 MILE WEST OF THE ARPT. AN EXAMINATION OF THE WRECKAGE REVEALED THAT BOTH WING TANKS WERE EMPTY AND THE AUXILLIARY TANK CONTAINED ONE GALLON OF FUEL. THE FUEL SELECTOR WAS POSITIONED FOR THE AUXILLIARY TANK, HOWEVER, THE PLT STATED HE SELECTED THIS TANK IN AN ATTEMPT TO RESTART THE ENGINE.



Brief of Accident (Continued)

File No. - 328

4/19/87

BALDWIN,MI

A/C Reg. No. N4961C

Time (Lcl) - 1830 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - TREE(S)
- 

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 325      4/20/87      BYRON CENTER, MI      A/C Reg. No. N5593J      Time (Lcl) - 0820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Pass

	Fatal	Injuries		
		Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	5

-----Aircraft Information-----

Make/Model      - PIPER PA-32-260  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 3400  
No. of Seats      - 7

Eng Make/Model      - LYCOMING O-540-E4B5  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 260 HP

ELT Installed/Activated      - YES/NO  
Stall Warning System      - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT

Basic Weather      - VMC

Wind Dir/Speed- 140/005 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
DETROIT, MI

ATC/Airspace

Type of Flight Plan      - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

SOUTH KENT  
Runway Ident      - 13  
Runway Lth/Wid      - 2070/ 135  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 39  
Biennial Flight Review  
Current      - YES  
Months Since      - 23  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 258  
Make/Model-      57  
Instrument-      44  
Last 24 Hrs      - 0  
Last 30 Days-      UNK/NR  
Last 90 Days-      43

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT STATED THAT FOLLOWING A PREFLIGHT INSPECTION AND ENGINE RUN-UP, HE ATTEMPTED A SOFT FIELD TAKEOFF ON THE 2070 FOOT TURF RWY. ACCORDING TO THE PLT, HE ABORTED THE TAKEOFF APRX 1035 FEET DOWN THE RWY BECAUSE HE HELD THE NOSE TOO HIGH AND HE WAS DRAGGING THE TAIL OF THE ACFT ON THE GROUND. THE ACFT THEN TRAVELED OFF THE RWY WHERE IT CONTACTED SCHRUBS.

Brief of Accident (Continued)

File No. - 325

4/20/87

BYRON CENTER, MI

A/C Reg. No. N5593J

Time (Lc1) - 0820 EDT

---

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - TREE(S)
  2. ROTATION - EXCESSIVE - PILOT IN COMMAND
  3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 400      2/06/87      LITTLE FALLS,MN      A/C Reg. No. N757SX      Time (Lcl) - 1215 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

WILLMAR,MN

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

LITTLE FALLS MORRISON CO.

Runway Ident - 30

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 32

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 43

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 17

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL AT ABOUT 50-55 KTS PLT LOST DIRECTIONAL CONTROL. AS THE ACFT STARTED GOING TO THE LEFT, THE PLT APPLIED THE BRAKES. WHEN THE ACFT DEPARTED RWY 30, THE NOSE WHEEL COLLAPSED.

Brief of Accident (Continued)

File No. - 400

2/06/87

LITTLE FALLS, MN

A/C Reg. No. N757SX

Time (Lcl) - 1215 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER ALIGNMENT - POOR - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD
6. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 299      1/24/87      KANSAS CITY, MO      A/C Reg. No. N671HA      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - UNKNOWN

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - UNK/NR  
Wind Dir/Speed- UNK/NR  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- UNK/NR  
Precipitation - UNK/NR  
Condition of Light - UNK/NR

Itinerary

Last Departure Point  
UNK/NR  
Destination  
UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance - UNK/NR  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

RICHARD GEBEUR  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - UNK/NR  
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
UNK/NR

Age - UNK/NR  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD COLLIDING WITH A PARKED FUEL TRUCK DURING TAXI ON 1/24/87. INSPECTION OF THE ACFT REVEALED ONLY MINOR LEADING EDGE SKIN DAMAGE TO THE RT WING. THE ACFT WAS RELEASED FOR FURTHER TRNG FLTS. THE ACFT OPERATED FOR MORE THAN A WK WITH NO ONE MENTIONING ANY ADDITIONAL DAMAGE. DURING THE 1ST WK OF FEB THE ACFT OWNER RPTD FINDING ADDITIONAL DAMAGE. THE STU PLT & HIS INSTRUCTOR RE-EXAMINED THE ACFT AND FOUND MORE DAMAGE TO THE RT WING LEADING EDGE AND ALSO A BUCKLED WING SKIN PANEL NEAR THE FLAP JUST OUTBOARD OF THE FUSELAGE. THE STU PLT IS ALSO A CERTIFIED A&P MECHANIC. IT WAS NOT DETERMINED HOW OR WHEN THIS ADDITIONAL DAMAGE WAS SUSTAINED BY THE ACFT.

Brief of Accident (Continued)

File No. - 299

1/24/87

KANSAS CITY,MO

A/C Reg. No. N671HA

Time (Lcl) - 1630 CST

---

Occurrence #1            UNDETERMINED

Phase of Operation      UNKNOWN

Finding(s)

1. WING, SPAR - BENT
  2.    UNDETERMINED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 297      2/18/87      BUTLER,MO

A/C Reg. No. N8827M

Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH B-35  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520BA  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 360/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAIN VALLEY,MO  
Destination  
BUTLER,MO

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

BUTLER  
Runway Ident - 35  
Runway Lth/Wid - 3200/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4000  
Make/Model- 3940  
Instrument- 105  
Multi-Eng - UNK/NR  
Last 24 Hrs - 11  
Last 30 Days- UNK/NR  
Last 90 Days- 42  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC FLEW A TRAFFIC PATTERN THAT PLACED HIM LANDING LONG TO THE RWY AT BUTLER, MO. THE PIC PERCEIVED AN ENG FAILURE PRIOR TO ATTEMPTING A GO-AROUND AND ACTIVATED THE FUEL BOOST PUMP AND ADVANCED THE THROTTLE. THE PIC RPTD THE ENG FAULTERED AND QUIT. THE PIC WAS THEN FORCED TO LAND THE ACFT OFF AIRPORT. THE ENG IDLE SETTING WAS DETERMINED TO BE SET TOO LOW.



Brief of Accident (Continued)

File No. - 297

2/18/87

BUTLER,MO

A/C Reg. No. N8827M

Time (Lcl) - 1600 CST

---

Occurrence #1      OVERRUN

Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  2. GO-AROUND - DELAYED - PILOT IN COMMAND
  3. FUEL SYSTEM, CARBURETOR - OUTPUT LOW
  4. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
  5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 302      3/01/87      GRAIN VALLEY, MO      A/C Reg. No. N6001M      Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C23  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed - 270/010 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 3000 FT  
Lowest Ceiling - 3000 FT OVERCAST  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GRAIN VALLEY, MO  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - WET  
SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 22  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 231  
Last 24 Hrs - UNK/NR  
Make/Model - 1  
Last 30 Days - UNK/NR  
Instrument - 6  
Last 90 Days - 43  
Multi-Eng - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE PREFLIGHT ENG RUN-UP WAS SATISFACTORY. SHORTLY AFTER TAKEOFF, THE ENG FAULTERED BRIEFLY AND THE PLT ATTEMPTED A LANDING BACK ON THE RWY. UPON ESTABLISHING A POINT TO LAND, THE ENG RESPONDED AND THE ACFT OVERSHOT THE INTENDED LANDING AREA. THE ENG FAULTERED ONCE AGAIN AND THE PLT WAS ABLE TO MAKE A FORCED LANDING IN AN OPEN FIELD JUST OFF THE DEPARTURE END OF THE RWY. INSPECTION OF THE ENG AFTER SEVERAL ATTEMPTS TO DUPLICATE THE ENG MALFUNCTION FAILED TO PROVIDE EVIDENCE THAT WOULD CONCLUSIVELY DETERMINE WHAT CAUSED THE FAILURE.

Brief of Accident (Continued)

File No. - 302

3/01/87

GRAIN VALLEY, MO

A/C Reg. No. N6001M

Time (Lcl) - 1015 CST

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)  
2. ABORTED TAKEOFF - IMPROPER - PILOT IN COMMAND  
3. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)  
4. TERRAIN CONDITION - GROUND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 310      3/02/87      MALDEN,MO

A/C Reg. No. N20362

Time (Lcl) - 0835 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      1  
0      0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2200  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 21  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1347      Last 24 Hrs - 0  
Make/Model- 558      Last 30 Days- UNK/NR  
Instrument- 100      Last 90 Days- 182  
Multi-Eng - 168

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING USED ON TRAINING FLT WHEN THE ENG FAILED. DURING THE FORCED LANDING IN A MUDDY FIELD, THE ACFT FLIPPED FORWARD TO AN INVERTED POSITION. POST ACCIDENT INSPECTION REVEALED THE ENG FAILED DUE TO A CONNECTING ROD BOLT FAILURE ON THE NUMBER TWO CONNECTING ROD.

Brief of Accident (Continued)

File No. - 310

3/02/87

MALDEN,MO

A/C Reg. No. N20362

Time (Lcl) - 0835 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SOFT  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 301      3/10/87      POINT LOOKOUT,MO      A/C Reg. No. N712SF      Time (Lcl) - 1720 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 320E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-B  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC

Wind Dir/Speed- 290/010 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 4000 FT  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
POINT LOOKOUT,MO  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

M. GRAHAM CLARK  
Runway Ident - 29  
Runway Lth/Wid - 3600/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1305  
Last 24 Hrs - 1  
Make/Model- 91  
Last 30 Days- UNK/NR  
Instrument- 51  
Last 90 Days- 238  
Multi-Eng - 125

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT LANDED THE ACFT AND ALLOWED IT TO SLOW BEFORE APPLYING BRAKES. THE STUDENT STATED, THE ACFT THEN BEGAN VEERING TO THE RIGHT SIDE OF THE RWY. ATTEMPTS BY THE STUDENT AND CFI TO CORRECT THE SITUATION WERE INEFFECTIVE AND THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY. IT MADE A SHARP RIGHT TURN AND DESCENDED DOWN SLOPING TERRAIN. THE NOSE GEAR THEN COLLAPSED AND THE ACFT NOSED OVER INVERTED. INSPECTION OF THE BRAKE SYSTEM REVEALED A LEAKING HYDRAULIC LINE 90 DEGREE FITTING AT THE BRAKE. THE SYSTEM WAS INSPECTED 10 MONTHS AND 103 FLT HOURS PRIOR TO THIS ACCIDENT.

Brief of Accident (Continued)

File No. - 301

3/10/87

POINT LOOKOUT,MO

A/C Reg. No. N712SF

Time (Lc1) - 1720 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. HYDRAULIC SYSTEM,FITTING - LEAK
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. HYDRAULIC SYSTEM,RESERVOIR - LOW LEVEL
4. LANDING GEAR,NORMAL BRAKE SYSTEM - ASYMMETRICAL
5. LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
7. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND(CFI)

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - GROUND
9. LANDING GEAR,NOSE GEAR ASSEMBLY - OVERLOAD
10. LANDING GEAR,NOSE GEAR ASSEMBLY - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 284      3/24/87      HOUSTON, MO      A/C Reg. No. N38077      Time (Lcl) - 0130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- BEECH BE-58	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 1500 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - RAIN</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>FT WORTH, TX</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>MEMORIAL</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 2400/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
---	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 6554
SE LAND, ME LAND	Months Since - 13	Make/Model- 346
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 643
		Multi-Eng - 3523
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 126
		Rotorcraft - 2088

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS ON AN IFR FLIGHT PLAN AND FIVE MILES FROM THE AIRPORT, THE AIRPLANE BROKE OUT OF THE CLOUDS AND PROCEEDED VFR TO THE AIRPORT. IT WAS A DARK NIGHT AND LIGHT RAIN WAS FALLING. THE PILOT STATED HE FLEW OVER THE AIRPORT TWICE LOOKING FOR A WIND DIRECTION INDICATOR BUT COULD NOT FIND ONE. HE ELECTED TO TOUCH DOWN ON THE END OF THE RUNWAY CLOSEST TO THE TOWN LIGHTS. HE LANDED DOWNWIND AND BY THE TIME HE FOUND OUT THE BRAKING ACTION WAS SO POOR, IT WAS TOO LATE TO MAKE A GO-AROUND AND TOO LATE TO STOP. HE WENT OFF THE END, CROSSED A ROAD, WENT THROUGH A POND AND STOPPED AGAINST SMALL TREES. A CITY OFFICIAL SAID THE RUNWAY IS LIGHTED BUT THE WINDSOCK AND WIND "T" ARE NOT.



Brief of Accident (Continued)

File No. - 284

3/24/87

HOUSTON,MO

A/C Reg. No. N38077

Time (Lc1) - 0130 CST

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. AIRPORT FACILITIES,WIND DIRECTION INDICATOR - INADEQUATE
5. WIND INFORMATION - INADEQUATE - AIRPORT PERSONNEL
6. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 309      3/28/87      FREMONT, MO      A/C Reg. No. N6978F      Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Pass

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 150F  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC

Itinerary

Last Departure Point  
WILLOW SPRINGS, MO  
Destination  
WEST PLAINS, MO

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 235/008 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 1700 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

ATC/Airspace

Type of Flight Plan      - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 34

Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 51	Last 24 Hrs	- 1
Make/Model-	51	Last 30 Days-	UNK/NR
Instrument-	1	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT GOT OFF COURSE ON THE FIRST LEG OF HIS SOLO CROSS-COUNTRY FLIGHT. HE LANDED AT AN AIRPORT FOR FUEL AND DIRECTIONS, BUT THE AIRPORT WAS DESERTED. WHEN HE DEPARTED FOR A NEARBY AIRPORT, HE COULD NOT FIND THAT AIRPORT. AFTER THE STUDENT PILOT CALLED THEM ON UNICOM, THEY ATTEMPTED TO LOCATE HIS POSITION BY VISUAL REFERENCES AND ALSO SENT AN AIRPLANE TO ASSIST. WHEN THE STUDENT PILOT STARTED HAVING COMMUNICATION PROBLEMS, HE REALIZED HE WAS GOING AWAY FROM THE AIRPORT AND MADE A PRECAUTIONARY LANDING IN A FIELD. HE TOUCHED DOWN LONG, DECIDED AGAINST A GO-AROUND AND WENT THROUGH TWO FENCES AND HIT A TREE.

Brief of Accident (Continued)

File No. - 309

3/28/87

FREMONT, MO

A/C Reg. No. N6978F

Time (Lcl) - 1445 CST

---

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  2. TERRAIN CONDITION - NONE SUITABLE
  3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  4. TERRAIN CONDITION - ROUGH/UNEVEN
  5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  6. OBJECT - FENCE
  7. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 221      2/19/87      OXFORD, MS

A/C Reg. No. N3571X

Time (Lcl) - 1750 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation - UNKNOWN  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

DESTROYED  
Fire  
ON GROUND

Crew      Fatal      1  
Pass      0

Serious      Minor      None  
0      0      0  
0      0      0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200T  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4570  
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO360EBIA  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 350/006 KTS  
Visibility - 54.0 SM  
Lowest Sky/Clouds - 2100 FT SCATTERED  
Lowest Ceiling - 10000 FT BROKEN  
Obstructions to Vision - HAZE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
OXFORD, MS  
Destination  
UNK/NR

Airport Proximity

ON AIRPORT

Airport Data

UNIVERSITY OXFORD  
Runway Ident - 09  
Runway Lth/Wid - 4700/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 55  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8810  
Make/Model - 350  
Instrument - UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK AN EMBANKMENT ABOUT 5 FEET BELOW THE CREST & JUST SHORT OF THE RWY WHILE ATTEMPTING TO LAND AT DUSK & IN REDUCED LIGHTING CONDITIONS. THE ACFT EXPLODED & BOUNCED OUT OF THE IMPACT CRATER & CAME TO REST ABOUT ON THE EXTENDED RWY CENTERLINE. AN EXAM OF THE ACFT REVEALED NO EVIDENCE TO SUGGEST ANY PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 221

2/19/87

OXFORD,MS

A/C Reg. No. N3571X

Time (Lcl) - 1750 CST

---

Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TERRAIN CONDITION - RISING
  2.    PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
  4. LIGHT CONDITION - DUSK
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 206      3/14/87      MERIDIAN, MS      A/C Reg. No. N6290P      Time (Lcl) - 1255 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-AIA5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MIDLAND, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	MERIDIAN, MS	KEY FIELD
Wind Dir/Speed- 210/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 192
SE LAND	Months Since - 5	Make/Model- 8
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 61

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DID NOT ASSURE THE FUEL LEVEL IN THE AIRCRAFT FUEL TANKS PRIOR TO DEPARTURE. DURING THE FLIGHT THE PILOT CANCELED A PLANNED FUEL STOP AND CONTINUED TO HIS DESTINATION. THE ENGINE FAILED DUE TO FUEL EXHAUSTION 2 1/2 MILES SHORT OF THE DESTINATION AND STRUCK A TREE AND THEN THE GROUND DURING THE SUBSEQUENT FORCED LANDING.

Brief of Accident (Continued)

File No. - 206

3/14/87

MERIDIAN, MS

A/C Reg. No. N6290P

Time (Lcl) - 1255 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. REFUELING - NOT ATTAINED - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 292      3/21/87      OXFORD, MS      A/C Reg. No. N9504Y      Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BUSINESS	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-DESCENT		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA T210N	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 310 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 10000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OZARK, AL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - DRY</p>
---	---	---

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 4655
SE LAND	Months Since - 18	Make/Model - 37
	Aircraft Type - ARROW	Instrument - 123
		Multi-Eng - 10
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FINAL APCH THE ENG QUIT. THE PLT THEN ATTEMPTED TO LAND THE ACFT ON A ROAD, DURING WHICH, IT COLLIDED WITH TREES. INSPECTION OF THE ACFT REVEALED THAT THE ADJUSTING SCREW ON THE ENG DRIVEN FUEL PUMP BACKED OUT APRX 8 TURNS. BENCH TEST OF THE PUMP REVEALED THAT THE FUEL FLOW FROM THE OUTLET WAS HIGHER THAN THE LIMITS SPECIFIED BY THE MANUFACTURER DUE TO THE COUNTER-CLOCKWISE ROTATION OF THE SCREW. ACCORDING TO A FAA INSPECTOR THE ENGINE COULD POSSIBLY QUIT IF THE MIXTURE CONTROL WERE PLACED IN THE FULL RICH POSITION AS IS THE CASE DURING APCH, DUE TO EXCESSIVE FUEL.



Brief of Accident (Continued)

File No. - 292

3/21/87

OXFORD,MS

A/C Reg. No. N9504Y

Time (Lcl) - 1630 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. FUEL SYSTEM,PUMP - PRESSURE EXCESSIVE  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT  
-----

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT

Finding(s)  
2. OBJECT - TREE(S)  
3. UNSUITABLE TERRAIN - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)  
4. TERRAIN CONDITION - GROUND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 214      4/01/87      JACKSON,MS      A/C Reg. No. N7344A      Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA A150M	Eng Make/Model - LYCOMING O-360-A2A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1760	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROME,GA	HAWKINS
Wind Dir/Speed- 190/012 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5386/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 605
SE LAND	Months Since - 20	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 600
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE FAILED TO REMOVE THE CONTROL COLUMN GUST LOCK PRIOR TO TAKE OFF. IMMEDIATELY AFTER ROTATION, THE ACFT BEGAN TO PORPOISE, DESCENDED UNCONTROLLED, & LANDED HARD COLLAPSING THE LANDING GEAR. HE FURTHER STATED THAT THIS ACCIDENT COULD HAVE BEEN PREVENTED BY PERFORMING A THOROUGH PREFLT & ALSO BY USING A CHECKLIST.

Brief of Accident (Continued)

File No. - 214

4/01/87

JACKSON,MS

A/C Reg. No. N7344A

Time (Lcl) - 0900 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. REMOVAL OF CONTROL/GUST LOCK(S) - NOT PERFORMED - PILOT IN COMMAND
4. ELEVATOR - NOT POSSIBLE - PILOT IN COMMAND
5. AILERON - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. FLARE - NOT POSSIBLE - PILOT IN COMMAND
7. RECOVERY FROM BOUNCED LANDING - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 388      4/17/87      PICKENS, MS      A/C Reg. No. N29652      Time (Lcl) - 0915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WALLS, MS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	VAZOO CITY, MS	
Wind Dir/Speed- 270/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 230
SE LAND	Months Since - 2	Last 24 Hrs - UNK/NR
	Aircraft Type - C-177	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT. REPORTED THAT DURING CRUISE FLT THE ENG RPM BEGAN TO DROP. HE THEN APPLIED CARB HEAT, HOWEVER, THE ENG THEN QUIT. A FORCED LANDING WAS MADE IN A PASTURE. DURING THE LANDING ROLL, THE ACFT COLLIDED WITH BARBED WIRE AND A FENCE POST. POST CRASH EXAMINATION OF THE ACFT AND AN ENG RUN REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 388

4/17/87

PICKENS,MS

A/C Reg. No. N29652

Time (Lc1) - 0915 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED

-----  
Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----  
Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)  
2. OBJECT - FENCE

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 336      4/22/87      DUNDEE, MS      A/C Reg. No. N3652B      Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- AIRTRACTOR AT301	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 7050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	DUNDEE, MS	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	Type Apch/Lndg	- N/A
	- FORCED LANDING	

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1770
SE LAND, ME LAND	Months Since - 17	Make/Model - UNK/NR
	Aircraft Type - PA-23	Instrument - 62
		Multi-Eng - 26
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 115

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHEN REVERSING DIRECTION AFTER AN AERIAL APPLICATION MANEUVER THE ENG QUIT. HE THEN LANDED THE ACFT IN A CREEK DUE TO INSUFFICIENT ALTITUDE TO CLEAR TREES THAT WERE IN THE FLIGHT PATH. UPON TOUCHDOWN THE ACFT NOSED OVER AND CAME TO REST INVERTED. INSPECTION OF THE ACFT REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 336

4/22/87

DUNDEE, MS

A/C Reg. No. N3652B

Time (Lc1) - 1530 CDT

-----  
Occurrence #1        LOSS OF POWER  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Finding(s)  
2. TERRAIN CONDITION - WATER, GLASSY  
-----

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 244      4/25/87      ROLLING FORK, MS      A/C Reg. No. N202CH      Time (Lcl) - 1013 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ROLLANG
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 8850
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - 47	Make/Model- 38
		Last 30 Days- UNK/NR
		Instrument- 55
		Last 90 Days- 56
		Multi-Eng - 10
		Rotorcraft - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LANDING DOWNWIND, AT AN ALT OF APRX 20 FEET, THE HELICOPTER BEGAN TO SETTLE WITH POWER. THE PILOT THEN ATTEMPTED TO STOP THE DESCENT, HOWEVER, BECAUSE OF INSUFFICIENT ALT & AIRSPEED, WAS UNABLE. THE HELICOPTER THEN LANDED HARD, ROLLED OVER, AFTER WHICH, THE MAIN ROTOR BLADES STOPPED ROTATING AFTER CONTACT WITH THE GROUND.



Brief of Accident (Continued)

File No. - 244

4/25/87

ROLLING FORK, MS

A/C Reg. No. N202CH

Time (Lcl) - 1013 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. DESCENT - UNCONTROLLED - PILOT IN COMMAND
7. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #3      ROLL OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Occurrence #4      PROPELLER/ROTOR CONTACT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 259      1/07/87      MILES CITY, MT      A/C Reg. No. N57133      Time (Lc1) - 1359 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CORPORATE AIR	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	1	0	0
Accident Occurred During	-DESCENT			0	0	1	4

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 690A	Eng Make/Model	- GARRETT TPE-331-5251K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10300	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 717 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	BILLINGS, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MILES CITY, MT	WILEY
Wind Dir/Speed- 140/004 KTS	ATC/Airspace	Runway Ident - 22
Visibility - .750 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5783/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OBSCURED	Type Apch/Lndg - VOR/DME	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2398
SE LAND, ME LAND	Months Since - 3	Make/Model - 45
	Aircraft Type - 690A	Instrument - 344
		Multi-Eng - 890
		Last 24 Hrs - UNK/NR
		Last 30 Days - 65
		Last 90 Days - 186
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE NONSCHEDULED DOMESTIC PAX AIR TAXI FLT WAS FLYING THE VOR/DME RWY 22 APCH TO WILEY FIELD, MILES CITY, MT. THE PLT SAID HE TURNED ON THE AUTOPILOT AND AFTER TURNING INBOUND FROM THE PROCEDURE TURN TOWARDS THE FAF HE ENGAGED THE APCH MODE. AFTER CROSSING THE FAF THE PLT DESCENDED TO MDA AND ENGAGED THE ALT HOLD MODE. WHEN HE REACHED THE MAP THE PLT STARTED TO MAKE A MISSED APCH BUT A PAX, SEATED NEXT TO HIM IN THE COPILOT'S SEAT, REPORTED THE RWY IN SIGHT. THE PLT SAID HE SAW THE RWY AND RETARDED THE THROTTLES IN ORDER TO DESCEND FOR LANDING. THE ACFT NOSE PITCHED UP ABRUPTLY, THE ACFT STALLED, AND MUSHED TO THE GROUND. THE ACFT HIT HARD AND SKIDDED OFF THE RWY.

Brief of Accident (Continued)

File No. - 259

1/07/87

MILES CITY, MT

A/C Reg. No. N57133

Time (Lc1) - 1359 MST

Occurrence #1 ABRUPT MANEUVER  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. AUTOPILOT - IMPROPER USE OF - PILOT IN COMMAND
3. WEATHER CONDITION - OBSCURATION
4. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
5. WEATHER CONDITION - FOG

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 275      3/18/87      MISSOULA, MT      A/C Reg. No. N3529W      Time (Lcl) - 2140 MST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BIGHORN AIRWAYS, INC.	MINOR					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-TAXI		Other	0	0	None	1

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MISSOULA, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HELENA, MT	MISSOULA
Wind Dir/Speed - 320/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2572
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - PA31350	Make/Model - 224
		Instrument - 440
		Last 30 Days - UNK/NR
		Last 90 Days - 222
		Multi-Eng - 2301

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE PIPER NAVAJO WAS TAXIING TO THE ACTIVE RWY FOR AN IFR DEPARTURE, DIRECTED HIS ATTENTION TO THE DEPARTURE PROCEDURE CHART IN THE COCKPIT, AND COLLIDED WITH THE TAIL OF A SWEARINGEN ACFT HOLDING SHORT OF THE RWY AWAITING TAKEOFF CLEARANCE.

Brief of Accident (Continued)

File No. - 275

3/18/87

MISSOULA, MT

A/C Reg. No. N3529W

Time (Lcl) - 2140 MST

---

Occurrence #1            ON GROUND COLLISION WITH OBJECT

Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
  2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 275      3/18/87      MISSOULA, MT      A/C Reg. No. N124AV      Time (Lcl) - 2140 MST

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-BIG SKY AIRLINES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	7
Accident Occurred During	-STANDING		Other	0	0	0	1

-----Aircraft Information-----

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- GARRETT TPE331-10UA	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MISSOULA, MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GREAT FALLS, MT	MISSOULA
Wind Dir/Speed - 320/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 11550	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - 2	Make/Model - 3505	Last 30 Days - UNK/NR
	Aircraft Type - SA226TC	Instrument - 950	Last 90 Days - 270
		Multi-Eng - 7750	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE PIPER NAVAJO WAS TAXIING TO THE ACTIVE RWY FOR AN IFR DEPARTURE, DIRECTED HIS ATTENTION TO THE DEPARTURE PROCEDURE CHART IN THE COCKPIT, AND COLLIDED WITH THE TAIL OF A SWEARINGEN ACFT HOLDING SHORT OF THE RWY AWAITING TAKEOFF CLEARANCE.

Brief of Accident (Continued)

File No. - 275

3/18/87

MISSOULA, MT

A/C Reg. No. N124AV

Time (Lcl) - 2140 MST

---

Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  2. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  3. OBJECT - AIRCRAFT MOVING ON GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 312      4/04/87      BELGRADE, MT      A/C Reg. No. N5084N      Time (Lc1) - 1700 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BOEING A75L3	Eng Make/Model	- P&W UNKNOWN	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 220 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/009 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">GALLATIN</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 9000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 642</p> <p style="padding-left: 20px;">Make/Model- 42</p> <p style="padding-left: 20px;">Instrument- 0</p> <p style="padding-left: 20px;">Last 24 Hrs - 2</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 13</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORT THAT HE WAS LANDING ON A 9000 X 150 FT ASPHALT RWY. THE WIND WAS NEARLY DOWN THE RWY AT 4 TO 9 KTS. IN A TELEPHONE INTERVIEW 2 DAYS AFTER THE ACCIDENT THE PLT REPORTED THAT HE WAS MAKING A "WHEELS" LANDING. HE SAID WHEN THE MAIN GEAR WAS ABOUT 1 FT ABOVE THE RWY WHEN THE TAIL ROSE SUDDENLY AND THE ACFT FLIPPED END OVER END COMING TO REST INVERTED ON THE RWY CENTERLINE. HE SAID EXAMINATION OF THE RWY SURFACE AFTER THE ACCIDENT DID NOT REVEAL ANY SKID MARKS. HE ALSO SAID HE DID NOT ENCOUNTER ANY TURBULENCE OR X-WIND.



Brief of Accident (Continued)

File No. - 312

4/04/87

BELGRADE,MT

A/C Reg. No. N5084N

Time (Lc1) - 1700 MST

---

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND

---

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 391      7/05/87      RED LODGE,MT      A/C Reg. No. N5858D      Time (Lc1) - 1040 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	RED LODGE,MT	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HELENA,MT	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 200 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2500
SE LAND	Months Since - UNK/NR	Make/Model- 100
	Aircraft Type - C-150	Instrument- 56
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT SHORTLY AFTER TAKEOFF HE INTENDED TO SWITCH FUEL TO FULLEST TANK BUT INADVERTENTLY PUT THE FUEL SELECTOR ON OFF POSITION. THE ENGINE FAILED. HE DID NOT HAVE ENOUGH ALTITUDE OR TIME TO CORRECT THE SITUATION AND HAD TO MAKE A FORCED LANDING ON A NEARBY GOLF COURSE. AFTER TOUCHDOWN, DURING THE LANDING ROLL, THE ACFT STRUCK A DIRT EMBANKMENT.

Brief of Accident (Continued)

File No. - 391

7/05/87

RED LODGE, MT

A/C Reg. No. N5858D

Time (Lc1) - 1040 MDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
  2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
  4. LANDING GEAR - SEPARATION
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 228      5/16/87      CHINA GROVE,NC      A/C Reg. No. N704EA      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A48	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DARLINGTON,SC	
Completeness - PARTIAL,LMTD BY FCSTR	Destination	Airport Data
Basic Weather - IMC	BURLINGTON,NC	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 11
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SUPERVISED SOLO CROSSCOUNTRY FLIGHT, THE STUDENT PILOT REPORTED THAT HE GOT LOST AND WAS UNABLE TO VISUALLY LOCATE HIS CHECK POINT. AFTER ATTEMPTING TO CONTACT APPROACH CONTROL FOR RADAR FIXES, THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING IN A PLOWED FIELD. THE AIRCRAFT NOSED OVER DURING THE LANDING ROLL. THE PILOT DID NOT REPORT ANY AIRCRAFT PROBLEM.

Brief of Accident (Continued)

File No. - 228

5/16/87

CHINA GROVE, NC

A/C Reg. No. N704EA

Time (Lc1) - 1730 EDT

Occurrence #1 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - SOFT
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 341      5/18/87      BEAUFORT, NC      A/C Reg. No. N3628Z      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	0	1
Accident Occurred During -TAKOFF		0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 240/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7215
SE LAND	Months Since - 3	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 999
		Instrument- 25
		Last 30 Days- UNK/NR
		Last 90 Days- 82

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD JUST LOADED THE HOPPER WITH DYLOX CHEMICAL. AS THE ACFT BECAME AIRBORNE, THE PLT STATED, HE EXPERIENCED WIND SHEAR AND THE ACFT ROLLED TO THE RIGHT. THE PLT CORRECTED BY LEVELING THE WINGS AND IMMEDIATELY EXPERIENCED A SECOND MORE VIOLENT WIND SHEAR WHICH ROLLED THE ACFT TO THE RIGHT AGAIN. THE RIGHT WING CONTACTED THE GROUND AND THE ACFT CARTWHEELED. THE ACFT WAS TAKING OFF ON A HEADING OF 270 DEGREES.

Brief of Accident (Continued)

File No. - 341

5/18/87

BEAUFORT, NC

A/C Reg. No. N3628Z

Time (Lcl) - 1500 EDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
  2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

4. TERRAIN CONDITION - GROUND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 315      2/20/87      WEST FARGO,ND      A/C Reg. No. N9499Y      Time (Lcl) - 1345 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -APPROACH

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE  
Crew      0  
Pass      0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	1	0

-----Aircraft Information-----

Make/Model      - CESSNA T210N  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3800  
No. of Seats      - 6

Eng Make/Model      - CONTINENTAL TS10-520-R  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 190/015 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 2100 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BUFFALO,MN  
Destination  
FARGO,ND

ATC/Airspace

Type of Flight Plan - VFR/IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

WEST FARGO  
Runway Ident      - 17  
Runway Lth/Wid      - 3830/ 147  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2263	Last 24 Hrs	- 2
Make/Model-	468	Last 30 Days-	UNK/NR
Instrument-	472	Last 90 Days-	40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING LOW AND SLOW ON FINAL APPROACH TO WEST FARGO ARPT. THE ACFT CONTINUED FLT TO THE GROUND, HIT HARD, BOUNCED AND THEN FLEW CLOSE TO THE GROUND IN A LARGE SWEEPING ARC UNTIL THE LEFT WING TIP TOUCHED THE GROUND. THE ACFT SUBSEQUENTLY HIT A ROAD EMBANKMENT AND CAME TO REST IN A FARMERS FIELD A SHORT DISTANCE AWAY. ICE WAS FOUND ON THE ACFT AND GROUND NEAR THE ACFT APRX 1/2 HOUR AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 315

2/20/87

WEST FARGO,ND

A/C Reg. No. N9499Y

Time (Lcl) - 1345 MST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WING - ICE
  2. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
  3. STALL - UNCONTROLLED - PILOT IN COMMAND
  4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

6. LANDING GEAR - SEPARATION
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 272      3/06/87      BISMARCK,ND      A/C Reg. No. N9025V      Time (Lcl) - 0900 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	2

-----Aircraft Information-----

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO 520 C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FARGO,ND	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SPEARFISH,SD	BISMARCK MUNICIPAL
Wind Dir/Speed- 080/004 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8788/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5029
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - 172	Make/Model- 85
		Last 30 Days- UNK/NR
		Instrument- 210
		Last 90 Days- UNK/NR
		Multi-Eng - 2149

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT, WHILE AT CRUISE, DETECTED AN ODOR HE SUSPECTED TO BE OVERHEATED ELECTRICAL WIRING. HE DIVERTED TO A NEARBY ARPT FOR A PRECAUTIONARY LANDING. THE PLT SHUTDOWN ALL ELECTRICAL PWR AFTER COMMUNICATION WITH THE TWR. PRIOR TO LANDING, THE PLT TURNED ON ELECTRICAL PWR TO LOWER THE LANDING GEAR BY NORMAL PROCEDURES. HE ASSUMED THAT THE GEAR WAS DOWN AND LOCKED BUT DID NOT HAVE A POSITIVE INDICATION. THE PLT DID NOT USE THE HAND CRANK TO VERIFY THAT THE GEAR WAS LOCKED. THE GEAR COLLAPSED ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 272

3/06/87

BISMARCK,ND

A/C Reg. No. N9025V

Time (Lcl) - 0900 CST

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM,BATTERY - OVERTEMPERATURE
  2.    UNDETERMINED
- 

Occurrence #2        COMPLETE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND
  4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT IDENTIFIED - PILOT IN COMMAND
  5. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 250 4/06/87 CANDO,ND

A/C Reg. No. N4069X

Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0
0	0	1	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew 0  
Pass 0  
Other 0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 100-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A2F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

CANDO  
Runway Ident - 12  
Runway Lth/Wid - 2750/ 65  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 30  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 49	Last 24 Hrs - UNK/NR
Make/Model- 49	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ATTEMPTED LANDING AND ON SHORT FINAL, THE PLT RECOGNIZED A PICKUP TRUCK OBSTRUCTING THE RWY NEAR MIDFIELD. A GO AROUND WAS ATTEMPTED RESULTING IN AN INADVERTANT STALL. THE LEFT WING DIPPED, STRUCK THE RWY, AND SKIDDED INTO THE VEHICLE. THE ACFT AND VEHICLE LEFT THE RWY COMING THE REST ON THE SOD AREA LEFT ON THE RWY. ANOTHER ACFT ATTEMPTING TO LAND PRIOR TO THE ACCIDENT HAD TO GO AROUND WHILE THE SAME VEHICLE BLOCKED THE RWY.

Brief of Accident (Continued)

File No. - 250

4/06/87

CAND0,ND

A/C Reg. No. N4069X

Time (Lcl) - 0930 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
7. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
8. PROCEDURES/DIRECTIVES - IMPROPER - DRIVER OF VEHICLE

Occurrence #3 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. OBJECT - VEHICLE
10. OTHER AIRPORT/RUNWAY MAINTENANCE - UNCONTROLLED - AIRPORT PERSONNEL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 273      4/16/87      ARGUSVILLE,ND      A/C Reg. No. N63915      Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -DESCENT

Fire      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - BOEING A75N1  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3250  
No. of Seats      - 2

Eng Make/Model      - P & W R985AN1  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 450 HP

ELT Installed/Activated      - NO -N/A  
Stall Warning System      - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - 300/019 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ARGUSVILLE,ND  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 367	Last 24 Hrs	- 4
Make/Model	- 53	Last 30 Days	- UNK/NR
Instrument	- 13	Last 90 Days	- 16

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT TOOK OFF WITH A LOAD OF 46-0-0 FERTILIZER AND PROCEEDED TO THE FIELD TO BE TREATED. THE PLT SAID WHEN HE ARRIVED HIS FLAGGER WAS NOT IN POSITION SO HE INITIATED A GOAROUND. WHEN THE PLT HAD TURNED 90 DEG ONTO THE X-WIND LEG THE ACFT STALLED. THE PLT INITIATED RECOVERY BUT NOT IN TIME TO AVOID COLLIDING WITH THE GROUND. THE PLT RECEIVED MINOR INJURIES. WINDS WERE REPORTED TO BE 300 DEG AT 19 KTS WITH GUSTS TO 26 KTS.

Brief of Accident (Continued)

File No. - 273

4/16/87

ARGUSVILLE,ND

A/C Reg. No. N63915

Time (Lc1) - 1600 CDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation       DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 281      2/22/87      VENANGO, NE      A/C Reg. No. N9498D      Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	1	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-18  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-90-12F  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 90 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A

Basic Weather      - VMC

Wind Dir/Speed- 170/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 27

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS SAW THE AIRPLANE FLY OVER HIS PROPERTY FROM THE NORTH TO THE SOUTH AND HE WAVED TO THE PILOTS. THE AIRPLANE THEN CAME BACK TOWARD THE NORTH AT A LOW ALTITUDE AND WHEN THE WITNESS HEARD THE POWER BEING APPLIED, THE LEFT WING DROPPED AND ALMOST INSTANTLY, HE HEARD THE AIRPLANE IMPACT THE GROUND. THE WITNESS DID NOT SEE THE ACTUAL IMPACT.



Brief of Accident (Continued)

File No. - 281

2/22/87

VENANGO,NE

A/C Reg. No. N9498D

Time (Lc1) - 1630 MST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. LOW PASS - INTENTIONAL - PILOT IN COMMAND
  3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 358      4/24/87      OMAHA, NE

A/C Reg. No. N7515C

Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - FORNEY ERCOUE  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1400  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 135/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 63

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - ERCOUE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	547	Last 24 Hrs - UNK/NR
Make/Model-	286		Last 30 Days- UNK/NR
Instrument-	0		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE ANNUAL INSPECTION ON THIS ACFT WAS COMPLETED THE DAY PRIOR TO THIS ACCIDENT. DURING THIS FLT, THE WIRE HOLDING THE FUEL FILTER BOWL IN PLACE CAME LOOSE AND THE BOWL CAME OFF. THE ENG QUIT FROM FUEL STARVATION AND THE PLT MADE A FORCED LANDING IN A PLOWED FIELD. THE NOSE GEAR PARTIALLY COLLAPSED SHORTLY AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 358

4/24/87

OMAHA,NE

A/C Reg. No. N7515C

Time (Lc1) - 1800 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

1. FUEL SYSTEM,FILTER - SEPARATION
2. MAINTENANCE,ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
3. FLUID,FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 239      1/05/87      ALBUQUERQUE,NM      A/C Reg. No. N6577B      Time (Lcl) - 1302 MST

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage				Injuries			
Name of Carrier	-WAYNE SOUTH	DESTROYED		Fatal		Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	1	0	0	0	0	
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	0	
Accident Occurred During	-MANEUVERING								

-----Aircraft Information-----

Make/Model	- CESSNA T210M	Eng Make/Model	- CONTINENTAL TS10-520-R	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ALBUQUERQUE,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	TUCUMCARI,NM	
Wind Dir/Speed- 280/038 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- BLOWING DUST		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1571
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 1571
		Instrument- 100
		Multi-Eng - 43
		Last 30 Days- UNK/NR
		Last 90 Days- 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO TAKEOFF FROM ABQ INTERNATIONAL ARPT DURING THE PASSAGE OF A SEVERE WX SYSTEM. ALTHOUGH HIS DEPARTURE WAS SUCCESSFUL HIS FLT PATH WAS HEADING TOWARD THE MOUNTAINS EAST OF ABQ. HE WAS OBSERVED TURNING NORTH UP A CANYON. SHORTLY AFTER TURNING, THE ACFT IMPACTED A 20 DEGREE SLOPE IN RISING TERRAIN.

Brief of Accident (Continued)

File No. - 239

1/05/87

ALBUQUERQUE,NM

A/C Reg. No. N6577B

Time (Lcl) - 1302 MST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,PRESSURE - PILOT IN COMMAND
  4. WEATHER CONDITION - TURBULENCE
  5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  6. IMPROPER USE OF PROCEDURE,COMPANY-INDUCED PRESSURE - COMPANY/OPERATOR MGMT
  7. WEATHER CONDITION - OBSCURATION
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    MANEUVERING

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 270      1/18/87      ALBUQUERQUE, NM      A/C Reg. No. N918AA      Time (Lc1) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- AMERICAN AEROLIGHTS FALCON C	Eng Make/Model	- ROTAX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 526	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 45 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/004 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>ALBUQUERQUE, NM</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>CORONADO</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3500/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - SNOW - WET</p>
---	--	--

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 278</p> <p>Make/Model- 278</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- 3</p> <p>Last 90 Days- 15</p> <p>Rotorcraft - UNK/NR</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKEOFF THE PLT INITIATED A STEEP NOSE UP LEFT CLIMBING TURN TO APPROXIMATELY 300 FT AGL WHERE THE ACFT STALLED. IT ENTERED A SPIN AND DESCENDED IN A NOSE DOWN ATTITUDE UNTIL IMPACT WITH THE GROUND. THE ACFT WAS DESTROYED AND THE STUDENT PLT WAS FATALLY INJURED.

Brief of Accident (Continued)

File No. - 270

1/18/87

ALBUQUERQUE,NM

A/C Reg. No. N918AA

Time (Lcl) - 1530 MST

Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2.     IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
4. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 240 1/20/87 TAOS,NM

A/C Reg. No. N6321X

Time (Lc1) - 1811 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries			None
	Serious	Minor		
0	0	0	1	
0	0	0	0	

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH A36  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO 520 BB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
NORMAN,OK  
Destination  
TAOS,NM

ATC/Airspace

Type of Flight Plan - VFR/IFR  
Type of Clearance - SPECIAL IFR  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

TAOS MINICIPAL  
Runway Ident - 22  
Runway Lth/Wid - 5800/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - C-90

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	3880	Last 24 Hrs	-	3
Make/Model	-	25	Last 30 Days	-	UNK/NR
Instrument	-	551	Last 90 Days	-	25
Multi-Eng	-	2654			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING A NIGHT VFR LANDING APPROACH TO RWY 22 AT TAOS, NEW MEXICO, WHEN THE ACFT STRUCK SOME HIGH VOLTAGE POWER TRANSMISSION LINES RUNNING PERPENDICULAR TO THE RWY. THE PLT WAS ABLE TO MAINTAIN CONTROL OF THE ACFT AND LANDED IT SUCCESSFULLY. THE ACFT WAS SUBSTANTIALLY DAMAGED, HOWEVER, THE PLT WAS NOT INJURED.



Brief of Accident (Continued)

File No. - 240

1/20/87

TAOS,NM

A/C Reg. No. N6321X

Time (Lcl) - 1811 MST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. ALTITUDE - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 233      1/24/87      ROSWELL, NM      A/C Reg. No. N8224X      Time (Lcl) - 1141 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During	-TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 172B	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/022 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">PLAINVIEW, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">ROSWELL INDUSTRIAL</p> <p>Runway Ident - 30</p> <p>Runway Lth/Wid - 7415/ 200</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 35      Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 35      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0      Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT OBTAINED WX BRIEFING FROM FORT WORTH FSS AND FILED VFR FLT PLAN FOR X-COUNTRY FLT FROM PLAINVIEW, TEX, TO ROSWELL, NM, VIA HOBBS, NM,. PLT LANDED AT ROSWELL, REFUELED, AND FILED RETURN VFR FLT PLAN. HE DID NOT OBTAIN UPDATED WX BRIEFING. COLD FRONT HAD PASSED THROUGH AREA BRINGING WIND SHIFT AND HIGH GUSTY WINDS. PLT WAS CLEARED FOR TAKEOFF ON RWY 30 AND WAS TOLD WINDS WERE 310 DEG AT 29KTS. AS PLT RELEASED BRAKES ATCT TOLD PLT THAT WINDS WERE 310 DEG AT 39 KTS. WIND GUST RAISED RIGHT WING AND ACFT WAS BLOWN OVER.

Brief of Accident (Continued)

File No. - 233

1/24/87

ROSWELL,NM

A/C Reg. No. N8224X

Time (Lcl) - 1141 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2.    COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
3.    IMPROPER DECISION,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. WEATHER CONDITION - GUSTS
5.    PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6.    IMPROPER DECISION,QUALIFICATION - FLIGHT INSTRUCTOR(ON GROUND)
7. WIND INFORMATION - NOT IDENTIFIED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 274 1/31/87 TAOS,NM

A/C Reg. No. N6913L

Time (Lcl) - 1210 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
1

None  
1  
3

-----Aircraft Information-----

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2450  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4M  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - IMC

Wind Dir/Speed- 240/003 KTS  
Visibility - 1.000 SM  
Lowest Sky/Clouds - 500 FT PART OBS  
Lowest Ceiling - OVERCAST  
Obstructions to Vision- FOG  
Precipitation - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LAMAR,CO  
Destination  
TAOS,NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 141  
Make/Model- 52  
Instrument- 15  
Last 24 Hrs - 11  
Last 30 Days- UNK/NR  
Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT INADVERTENTLY FLEW INTO IMC WX; SNOW, FOG, FREEZING TEMPERATURES AND LOW VISIBILITY, IN MOUNTAINOUS TERRAIN. HE MADE A FORCED LANDING ON A TRAIL DUE TO LOWERING VISIBILITY, 15 MILES SOUTHWEST OF THE DESTINATION ARPT. THE TERRAIN WAS ROUGH AND THE ACFT RECEIVED SUBSTANTIAL DAMAGE DURING THE LANDING.

Brief of Accident (Continued)

File No. - 274

1/31/87

TAOS,NM

A/C Reg. No. N6913L

Time (Lc1) - 1210 MST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
  2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  3. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
  4. WEATHER CONDITION - FOG
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 237      2/16/87      CARRIZOZO,NM      A/C Reg. No. N1741F      Time (Lcl) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARRIZOZO,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ALBUQUERQUE,NM	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW SHOWER		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 352
SE LAND	Months Since - 18	Make/Model- 44
	Aircraft Type - UNK/NR	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 2
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT ENTERED CLOUDS OVER MOUNTAINOUS TERRAIN. THE PLT'S NEXT VISUAL CONTACT WAS A MOUNTAIN IN HIS FLT PATH. DURING MANEUVERING TO AVOID A CRASH THE ACFT STRUCK ROUGH TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 237

2/16/87

CARRIZOZO,NM

A/C Reg. No. N1741F

Time (Lcl) - 1630 MST

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
  2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE,LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
  4. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
  5. WEATHER EVALUATION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 393      3/22/87      CARLSBAD, NM      A/C Reg. No. N6285Q      Time (Lc1) - 1150 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	Fire		0	0	0	1
Flight Conducted Under	- 14 CFR 91	NONE		0	0	0	0
Accident Occurred During	- TAXI						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	HOBBS, NM	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	CAVERN CITY
Wind Dir/Speed	- 220/024 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 7854/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 19
	Months Since - N/A	Make/Model	- 19
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A SOLO X-COUNTRY AND LANDED AT AN INTERMEDIATE ARPT. THE ACFT WAS TAXIING FROM LANDING WITH A 24 KT TAILWIND. A STRONG GUST OF WIND HIT THE ACFT AND IT NOSED OVER.



Brief of Accident (Continued)

File No. - 393

3/22/87

CARLSBAD,NM

A/C Reg. No. N6285Q

Time (Lcl) - 1150 MST

---

Occurrence #1            ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 249      4/17/87      COLUMBUS, NM      A/C Reg. No. N1714S      Time (Lcl) - 0550 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91						
Accident Occurred During	-DESCENT	NONE		0	0	0	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- AERO COMMANDER S-2D	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	DEMING, NM		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		
Wind Dir/Speed	- 220/005 KTS		Runway Ident	- N/A
Visibility	- 40.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAWN			

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 14720
SE LAND	Months Since - 0	Make/Model	- 5000
HELICOPTER	Aircraft Type - UNK/NR	Instrument	- 140
		Multi-Eng	- 172
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 25
		Rotorcraft	- 405

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPARTED DEMING, NM AND FLEW TO A RANCH 15 MI N OF COLUMBUS, NM, TO POSITION THE ACFT FOR AERIAL SPRAYING THAT DAY. IT WAS STILL DARK WHEN THE PLT MADE HIS APCH TO A ROAD PARALLELED BY POWER LINES ON THE LEFT AND TELEPHONE CABLE MARKER POSTS ON THE RIGHT. THE PLT SAID HE HAD LANDED ON THIS ROAD PREVIOUSLY. THE ACFT WAS NOT EQUIPPED WITH A LANDING LIGHT. THE PLT SAID HE APPARENTLY ALLOWED THE ACFT TO DRIFT TO THE LEFT. REALIZING THIS, THE PLT ADDED POWER AND BANKED IN AN ATTEMPT TO MAKE A GO-AROUND. THE LEFT WING TIP SNAGGED A POWER LINE THEN A DOUBLE TRANSFORMER POLE. THE ACFT CARTWHEELED AND CRASHED IN AN ADJOINING FIELD, COMING TO REST INVERTED. THE PLT SAID HE SUSTAINED MINOR INJURIES. THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 249

4/17/87

COLUMBUS,NM

A/C Reg. No. N1714S

Time (Lc1) - 0550 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. LANDING LIGHT - LACK OF
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - WIRE,TRANSMISSION
6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
7. OBJECT - UTILITY POLE
8. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - PILOT IN COMMAND
10. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
11. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

12. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,8,9,11

Factor(s) relating to this accident is/are finding(s) 1,3,5,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 392      6/27/87      DEMING,NM

A/C Reg. No. N6124T

Time (Lcl) - 1135 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	2

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182RG  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC  
Wind Dir/Speed- 050/005 KTS  
Visibility - 50.0 SM

Lowest Sky/Clouds - 10000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ADDISON  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - STRAIGHT-IN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DEMING  
Runway Ident - 04  
Runway Lth/Wid - 5600/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 42

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 536	Last 24 Hrs -	4
Make/Model-	9	Last 30 Days-	UNK/NR
Instrument-	103	Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LANDING FLARE THE PLT REPORTED HE FLARED LATE AND THE ACFT BOUNCED AND PORPOISED. THE PLT COMMENTED AND THE PLT RATED PASSENGER IN THE RIGHT SEAT MISINTERPRETED THE COMMENT AS A REQUEST FOR ASSISTANCE. WITH TWO PEOPLE CONFLICTING ON THE CONTROLS A LOSS OF CONTROL OCCURRED. THE ACFT DEPARTED THE RWY, STRUCK A YUCCA PLANT WITH THE WING TIP. THE ACFT SPUN AROUND AND THE MAIN LANDING GEAR FAILED. THE ACFT SLID TO A STOP PARTIALLY ON THE RWY.

Brief of Accident (Continued)

File No. - 392

6/27/87

DEMING,NM

A/C Reg. No. N6124T

Time (Lcl) - 1135 MDT

Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - POOR - PILOT IN COMMAND
4. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
5. COMMUNICATIONS - INATTENTIVE - PASSENGER

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

7. LANDING GEAR,MAIN GEAR - OVERLOAD
8. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 258      3/18/87      LAS VEGAS, NV      A/C Reg. No. N457AF      Time (Lcl) - 0850 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model      - CESSNA 150  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated      - UNK/NR  
Stall Warning System      - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed      - 100/008 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - 20000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAS VEGAS, NV  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NORTH LAS VEGAN AIR TERM.  
Runway Ident      - 07  
Runway Lth/Wid      - 5005/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age      - 32  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total      - 23      Last 24 Hrs      - UNK/NR  
Make/Model      - 23      Last 30 Days      - UNK/NR  
Instrument      - 0      Last 90 Days      - 13

Instrument Rating(s)      - NONE

-----Narrative-----

DURING LANDING A GUST OF WIND OCCURRED FROM THE RIGHT. THE STUDENT PILOT WAS NOT ABLE TO CORRECT FOR THE WIND AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT VEERED TO THE LEFT OF THE RUNWAY ONTO ROUGH TERRAIN AND THEN NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 258

3/18/87

LAS VEGAS,NV

A/C Reg. No. N457AF

Time (Lcl) - 0850 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF FACILITY,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE OVER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 252      2/17/87      ENDICOTT, NY      A/C Reg. No. N80583      Time (Lcl) - 1530 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172-M	Eng Make/Model - LYCOMING O-320-E20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	ITHACA, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	TRI-CITIES
Wind Dir/Speed- 330/008 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 523
SE LAND	Months Since - UNK/NR	Make/Model- 402
	Aircraft Type - UNK/NR	Instrument- 125
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 172 WAS MAKING A LANDING ON RUNWAY 21 WHEN IT VEERED OFF THE RUNWAY TO THE RIGHT AND STRUCK A SNOW BANK. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE SOLE OCCUPANT, THE PILOT, WAS UNINJURED. THE WINDS WERE REPORTED TO BE FROM 330' AT LESS THAN 8 KTS. WHEN THE AIRCRAFT WAS EXAMINED BY A MECHANIC AFTER THE ACCIDENT. HE NOTED THAT ALL WHEELS ROTATED FREELY AND THE NOSEWHEEL STRUT WAS EXTENDED AND LOCKED WITH WEIGHT OFF THE NOSEWHEEL.



Brief of Accident (Continued)

File No. - 252

2/17/87

ENDICOTT, NY

A/C Reg. No. N80583

Time (Lc1) - 1530 EST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SNOWBANK
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. WEATHER CONDITION - CROSSWIND
  5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 203	1/04/87	GALLIPOLIS, OH	A/C Reg. No. N345TR	Time (Lcl) - 1803 EST
----------------	---------	----------------	---------------------	-----------------------

---

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries	
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew 0	Serious 0	Minor 1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0
Accident Occurred During -LANDING				None 0

---

-----Aircraft Information-----

Make/Model - CESSNA 414	Eng Make/Model - CONTINENTAL TSIO520N	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 310 HP	

---

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	COLUMBUS, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6144
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 5
	Aircraft Type - 414	Make/Model- 1025
		Last 30 Days- UNK/NR
		Instrument- 702
		Last 90 Days- 251
		Multi-Eng - 2689

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE FLIGHT WAS ESTABLISHED IN THE TRAFFIC PATTERN WHEN THE PILOT EXPERIENCED A DUAL ENGINE FAILURE. THE PILOT ATTEMPTED TO RESTART THE ENGINES BUT FAILED. THE PILOT ALSO FAILED TO FEATHER THE PROPELLERS WHICH CREATED A AERODYNAMIC CONDITION WHICH ALLOWED THE AIRCRAFT TO DESCEND FASTER THAN NORMAL. THE AIRCRAFT CRASHED SHORT OF THE RUNWAY AFTER PULLING UP TO AVOID A COLLISION WITH AN AUTOMOBILE ON THE ROAD OF INTENDED LNDG. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY AIRCRAFT PROBLEMS. THE EXACT REASON FOR THE DUAL ENGINE FAILURE WAS NOT DETERMINED.

---

Brief of Accident (Continued)

File No. - 203

1/04/87

GALLIPOLIS, OH

A/C Reg. No. N345TR

Time (Lcl) - 1803 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

2. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. OBJECT - OBJECT
6. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,6

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 395	3/22/87	BELLEFONTAINE, OH	A/C Reg. No. N90398	Time (Lcl) - 1030 EST
----------------	---------	-------------------	---------------------	-----------------------

---

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

---

-----Aircraft Information-----

Make/Model - CHAMPION 7FC	Eng Make/Model - CONTINENTAL C90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 90 HP	

---

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BELLEFONTAINE MUNICIPAL</p> <p>Runway Ident - 04</p> <p>Runway Lth/Wid - 4400/ 65</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	---	---

---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 93</p> <p>Make/Model- 6</p> <p>Instrument- 3</p> <p>Last 24 Hrs - 4</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 10</p>
---	--	--

Instrument Rating(s) - NONE

---

-----Narrative-----

THE ACFT WAS LANDED ON RWY 04 WITH THE WIND FROM THE EAST AT EIGHT KTS. THE FLIGHT WAS THE FIRST SOLO IN A TAIL WHEEL EQUIPPED ACFT FOR THE PLT. HE HAD OBTAINED NO FORMAL INSTRUCTION IN A TAIL WHEEL ACFT BUT HAD FLOWN WITH A FRIEND. ON LANDING THE ACFT BOUNCED, TOUCHED DOWN AGAIN, AND YAWED RIGHT. THE ACFT RAN OFF THE RWY RIGHT SIDE AND COLLIDED WITH TREE. TO PREVENT THE ACCIDENT THE PLT RECOMMENDED OBTAINING ADDITIONAL TRAINING.

---

Brief of Accident (Continued)

File No. - 395

3/22/87

BELLEFONTAINE, OH

A/C Reg. No. N90398

Time (Lcl) - 1030 EST

---

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
  2. IMPROPER USE OF PROCEDURE, INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 363      4/18/87      BROOKVILLE, OH      A/C Reg. No. N2356Y      Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE      Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 177  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2275  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS  
Method - ACFT RADIO  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

XENIA, OH

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BROOKVILLE AIR PARK

Runway Ident - 09

Runway Lth/Wid - 2500/ 30

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP, CFI

SE LAND, ME LAND

Age - 55

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6386

Make/Model- UNK/NR

Instrument- 731

Multi-Eng - 1770

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A PARTIAL PWR LOSS AT ABOUT 30 FT AGL DURING THE INITIAL TAKEOFF CLIMB. HE ELECTED TO LAND STRAIGHT AHEAD IN A SOFT, PLOWED FIELD. THE ACFT NOSED OVER DURING THE LANDING. POST ACCIDENT INSPECTION REVEALED EVIDENCE OF WATER IN THE FUEL LINES.

Brief of Accident (Continued)

File No. - 363

4/18/87

BROOKVILLE, OH

A/C Reg. No. N2356Y

Time (Lc1) - 1530 EDT

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

1. FLUID, FUEL - WATER
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        HARD LANDING  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 293      4/22/87      YOUNGSTOWN, OH      A/C Reg. No. N79RR      Time (Lcl) - 1440 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - POSITIONING	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - HOVER			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - BELL B-206-1	Eng Make/Model - ALLISON 250-C-28	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4050	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 435 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	YOUNGSTOWN, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3423
	Months Since - 6	Make/Model- 1300
HELICOPTER	Aircraft Type - B-206 B	Instrument- 87
		Last 24 Hrs - 1
		Last 30 Days- 35
		Last 90 Days- 99
		Rotorcraft - 3423

Instrument Rating(s) - HELICOPTER

-----Narrative-----

WHILE HOVERING FROM THE WASH RACK, THE HELICOPTER BACKED INTO A UTILITY POLE. THE MAIN ROTOR SYSTEM SEPARATED FROM THE AIRFRAME FOLLOWING THE COLLISION. THERE WERE NO POSTIMPACT MECHANICAL MALFUNCTIONS/FAILURES.



Brief of Accident (Continued)

File No. - 293

4/22/87

YOUNGSTOWN, OH

A/C Reg. No. N79RR

Time (Lcl) - 1440 EDT

---

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation HOVER

Finding(s)

1. OBJECT - UTILITY POLE
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 356      1/28/87      MEDFORD, OK      A/C Reg. No. N76ND      Time (Lcl) - 1700 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

4

-----Aircraft Information-----

Make/Model - PIPER PA-31

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6500

No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-A2C

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 270 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 170/014 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FARGO, ND

Destination

ENID, OK

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MEDFORD MUNICIPAL

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 962

Make/Model- 6

Instrument- 71

Multi-Eng - 131

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 66

Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A DOUBLE ENG FAILURE AS A RESULT OF FUEL EXHAUSTION DURING DESCENT TO THE DESTINATION APRT. THE PLT ATTEMPTED TO DIVERT TO A NEARBY APRT DURING THE DESCENT, BUT BOTH ENGS QUIT BEFORE HE HAD THE RWY ASSURED. THE SUBSEQUENT ATTEMPTED FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE WHEN THE LEFT ENG RESTARTED DURING THE FLARE AND SPUN THE ACFT AROUND TO THE RIGHT. THE RIGHT WING TIP STRUCK THE GROUND, YAWING THE ACFT ON TOUCHDOWN. ALL 3 LANDING GEAR COLLAPSED AS A RESULT OF SIDE LOADS. THE PLT STATED THAT ADVERSE WINDS ALOFT EXTENDED THE FLT AND PREVENTED HIM FROM ARRIVING AT THE DESTINATION APRT AND THAT WHEN HE BECAME AWARE OF THE CRITICAL FUEL STATE, IT WAS TOO LATE.

Brief of Accident (Continued)

File No. - 356

1/28/87

MEDFORD,OK

A/C Reg. No. N76ND

Time (Lcl) - 1700 CST

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. WEATHER CONDITION - UNFAVORABLE WIND
  3. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
  4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  5. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND
  7. PROPELLER FEATHERING - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #3      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

8. LANDING GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5,8

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 379      2/11/87      COLONY,OK      A/C Reg. No. N8864S      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	1	0	0
					0	0	0

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT-302	Eng Make/Model	- LYCOMING LTP101-600A1A	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 5000	Engine Type	- TURBOPROP			
No. of Seats	- 1	Rated Power	- 599 HP			

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	EAKLY,OK
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- VARIABLE	ATC/Airspace
Visibility	- UNK/NR	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING
		Runway Ident
		- N/A
		Runway Lth/Wid
		- N/A
		Runway Surface
		- DIRT
		Runway Status
		- WET

-----Personnel Information-----

Pilot-In-Command	Age	- 42	Medical Certificate	- NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total	- 6200
SE LAND	Months Since	- 15	Make/Model	- 800
	Aircraft Type	- V35	Instrument	- 30
			Last 24 Hrs	- 2
			Last 30 Days	- 8
			Last 90 Days	- 50
			Rotorcraft	- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DOWNWIND SWATH RUN THE NUMBER ONE COMPRESSOR BEARING FAILED IN THE LTP 101-600-1A ENGINE WHICH RESULTED IN THE ENGINE FAILING COMPLETELY. DURING AN ATTEMPT TO TURN INTO THE WIND FOR AN EMERGENCY LANDING THE LEFT WING TIP STRUCK THE GROUND AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 379

2/11/87

COLONY,OK

A/C Reg. No. N8864S

Time (Lcl) - 1615 CST

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,BEARING - DISINTEGRATED
  2. TURBOSHAFT ENGINE,GAS GENERATOR - FAILURE,TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
  4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    LANDING

Finding(s)

5. TERRAIN CONDITION - WET
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 267      4/01/87      LAVERNE,OK      A/C Reg. No. N31681      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - PIPER PA-32RT-300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 7

Eng Make/Model      - LYCOMING IO-540-K1G5D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 350/040 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
JACKSON,MS  
Destination  
LAVERNE,OK

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

LAVERNE  
Runway Ident      - 17  
Runway Lth/Wid      - 3850 -UNK/NR  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 39

Biennial Flight Review

Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1163	Last 24 Hrs	- 9
Make/Model-	250	Last 30 Days-	UNK/NR
Instrument-	95	Last 90 Days-	25
Multi-Eng	- 59		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DOWNWIND LANDING, THE AIRCRAFT RAN OFF THE END OF THE RUNWAY CONTACTING A BARBED WIRE FENCE AND SUBSEQUENTLY A MUDDY FIELD, SUBSTANTIALLY DAMAGING THE AIRCRAFT BY SHEARING THE LANDING GEAR OFF AND TEARING THE WINGS ON THE TOP AND BOTTOM SURFACES.

Brief of Accident (Continued)

File No. - 267

4/01/87

LAVERNE,OK

A/C Reg. No. N31681

Time (Lc1) - 1430 CST

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - GROUND
6. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 277      4/03/87      ALTUS,OK      A/C Reg. No. N402BC      Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -STOLEN	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3	
Accident Occurred During -TAXI						

-----Aircraft Information-----

Make/Model - CESSNA 402B	Eng Make/Model - CONTINENTAL TS10-520 E	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 10	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALTUS MUN
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg -	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 17	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - UNK/NR
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A 17 YEAR OLD NON RATED PILOT AND 3 OF HIS FRIENDS ATTEMPTED TO STEAL THE ARCFT. AFTER THE ENGINES WERE STARTED POWER WAS APPLIED AND CONTROL OF THE AIRCRAFT WAS LOST IMMEDIATELY. THE AIRCRAFT STRUCK A HANGAR AND CONTINUED ACROSS THE TAXIWAY WHERE THE AIRCRAFT SLID SIDEWAYS APPROXIMATELY 120 FEET. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED BY THE HANGAR IMPACT AND THE LEFT PROP STRIKING THE GROUND.



Brief of Accident (Continued)

File No. - 277

4/03/87

ALTUS,OK

A/C Reg. No. N402BC

Time (Lcl) - 2100 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAXI

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - ATTEMPTED - UNQUALIFIED PERSON
  2. THROTTLE/POWER CONTROL - EXCESSIVE - UNQUALIFIED PERSON
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
- 

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAXI

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 316      5/25/87      MARIETTA, OK      A/C Reg. No. N4787H      Time (Lcl) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	0
					2
					1

-----Aircraft Information-----

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ARLINGTON, TX	MC GEEHE CATFISH
Wind Dir/Speed- 170/014 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2450/ 60
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 535
SE LAND, ME LAND	Months Since - 2	Make/Model - 5
	Aircraft Type - UNK/NR	Instrument - 73
		Multi-Eng - 101
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 161

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TAKEOFF FROM THE 2450 FT RWY AT THE MCGEEHE CATFISH AIRPORT NEAR MARIETTA, OK. THE RWY WAS SOFT WITH A SHARP RISE IN THE DIRECTION OF TAKEOFF. THE PLT FAILED TO MAINTAIN AIRSPEED AFTER LIFTOFF AND DIRECTIONAL CONTROL WAS LOST RESULTING IN THE ACFT IMPACTING THE TERRAIN. THE CFI HAD 5 HOURS OF TOTAL PIC TIME IN THIS MAKE AND MODEL ACFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 316

5/25/87

MARIETTA,OK

A/C Reg. No. N4787H

Time (Lcl) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
3. INSTRUCTIONS,WRITTEN/VERBAL - IMPROPER - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
5. CLIMB - NOT ATTAINED - DUAL STUDENT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF

Finding(s)

6. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 296      3/08/87      COBURG,OR      A/C Reg. No. N68747      Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/005 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - 6000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AUBURN,WA</p> <p>Destination</p> <p>CORVALLIS,OR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET</p>
--	--	---

-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 62</p> <p>Make/Model- 61</p> <p>Instrument- 1</p> <p>Last 24 Hrs - 6</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 29</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS IN THE PROCESS OF FLYING HIS LONG CROSS COUNTRY FLIGHT IN ORDER TO QUALIFY FOR HIS PRIVATE PILOTS CERTIFICATE. PRIOR TO REACHING THE HOME AIRPORT, THE STUDENTS INSTRUCTOR TALKED TO HIM FROM THE GROUND AND ADVISED THE STUDENT NOT TO LAND, BUT RATHER CONTINUE ON TO ANOTHER AIRPORT AND THEN TO RETURN AS THE STUDENT NEEDED A LITTLE MORE TIME IN THE AIR. SMALL RAIN SHOWERS WERE PRESENT AND THE STUDENT PILOT MADE SOME COURSE DEVIATIONS. THE PILOT WAS SOUTH OF THE DESTINATION AIRPORT WHEN THE ENGINE QUIT DUE TO LACK OF FUEL. DURING FORCED LANDING ONTO WET GRASS THE AIRCRAFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 296

3/08/87

COBURG,OR

A/C Reg. No. N68747

Time (Lcl) - 1700 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - RAIN
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT,EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4.      BECAME LOST/DISORIENTED
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - MISJUDGED - PILOT IN COMMAND
7. SUPERVISION - POOR - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 265      3/27/87      MEDFORD,OR      A/C Reg. No. N4878V      Time (Lcl) - 1403 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Fire      Crew      Pass  
NONE

-----Aircraft Information-----

Make/Model      - BELLANCA 17-30  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3325  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-520-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 30.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MEDFORD,OR  
Destination  
KLAMATH FALLS,OR

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MEDFORD  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - DIRT  
Runway Status      - DRY  
HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,ME LAND

Age - 41  
Biennial Flight Review  
Current      - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 935      Last 24 Hrs - 1  
Make/Model- 17      Last 30 Days- UNK/NR  
Instrument- 105      Last 90 Days- 15  
Multi-Eng - 109      Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A TOTAL AND SUDDEN LOSS OF POWER OCCURRED AT ABOUT 3,500 FEET MSL DURING CLIMB FOR CRUISE. THE PILOT MADE A 180 DEGREE TURN BACK TO THE AIRPORT. SINCE AN UNDERSHOOT WAS ASSURED THE PILOT ELECTED TO LAND THE AIRCRAFT ON A FIELD. DURING LANDING ROLLOUT AT ABOUT 20 MPH THE AIRCRAFT STRUCK A DITCH. NO REASON FOR THE POWER LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 265

3/27/87

MEDFORD,OR

A/C Reg. No. N4878V

Time (Lc1) - 1403 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 383      3/28/87      NEWBERG,OR      A/C Reg. No. N4298T      Time (Lc1) - 1140 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	AURORA,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	NEWBURG,OR	SPORTSMAN
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 17
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SEATED AT THE CONTROLS IN THE LEFT FRONT SEAT WAS A PLT WHO HAD NOT FLOWN IN TEN YEARS. SEATED IN THE RIGHT FRONT SEAT WAS THE OWNER/STUDENT PLT. THE PURPOSE OF THE FLT ACCORDING TO THE PLT, WAS TO FAMILIARIZE THE PLT WITH THE ACFT SO THAT THE PLT COULD BECOME CURRENT AND QUALIFY FOR HIS BIENNIAL FLT REVIEW. ACCORDING TO THE OWNER, THE PLT HAD JUST AGREED TO PURCHASE THE ACFT. THE ACFT WAS LANDED WITH EXCESS AIRSPEED AND A HARD BOUNCED LANDING OCCURRED. A LOSS OF CONTROL WAS IMMINENT. THE PLT REQUESTED THE OWNER/STUDENT TO TAKE COMMAND OF THE ACFT. THE STUDENT PLT TOOK CONTROL OF THE ACFT AND ELECTED TO GO-AROUND. DURING THE ATTEMPTED GO-AROUND THE STUDENT PLT RAISED THE NOSE OF THE ACFT TOO HIGH RESULTING IN A LOSS OF AIRSPEED WITH A HIGH ANGLE OF ATTACK. A DEPARTURE STALL RESULTED WITH THE ACFT STRIKING THE GROUND OFF THE DEPARTURE END OF RWY 34.



Brief of Accident (Continued)

File No. - 383

3/28/87

NEWBERG,OR

A/C Reg. No. N4298T

Time (Lcl) - 1140 PST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)  
1. AIRSPEED - EXCESSIVE - UNQUALIFIED PERSON  
2. FLARE - PREMATURE - UNQUALIFIED PERSON  
3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - UNQUALIFIED PERSON  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)  
4. STALL - INADVERTENT - PILOT IN COMMAND  
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 390      5/08/87      SAN JUAN, PR      A/C Reg. No. N1253M      Time (Lcl) - 1805 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 337E	Eng Make/Model - CONTINENTAL IO-360-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4630	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PONCE, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN JUAN, PR	
Wind Dir/Speed- 190/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 13.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 312
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 11
		Instrument- 0
		Multi-Eng - 11
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE BASE LEG WITH 2/3 FLAPS LOWERED THE ACFT ENTERED AN UNCONTROLLED LEFT BANK. CONTROL WAS PARTIALLY REGAINED, HOWEVER, THE ACFT THEN ENTERED A SPIN TO THE LEFT. CONTROL WAS NOT ESTABLISHED BEFORE THE ACFT CRASHED INTO THE OCEAN WHERE IT RESTS IN APRX 23 FEET OF WATER. THE ACFT HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE LOSS OF CONTROL DESCRIBED BY THE PLT.

Brief of Accident (Continued)

File No. - 390

5/08/87

SAN JUAN, PR

A/C Reg. No. N1253M

Time (Lc1) - 1805 AST

Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. UNDETERMINED
2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 349      1/04/87      HARTSVILLE, SC      A/C Reg. No. N70493      Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	DESTROYED						
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FLORENCE, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARTSVILLE MUNICIPAL
Wind Dir/Speed- 030/010 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 5
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT MADE TWO GO-AROUNDS BEFORE STARTING HIS THIRD LANDING ATTEMPT WITH A VARIABLE WIND. AFTER TOUCHDOWN THE ACFT VEERED TO THE RIGHT AND DEPARTED THE RWY. THE PLT APPLIED POWER IN AN ATTEMPT TO TAKE-OFF BUT THE NOSE WHEEL HIT A HOLE AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 349

1/04/87

HARTSVILLE, SC

A/C Reg. No. N70493

Time (Lcl) - 1500 EST

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 238      2/05/87      FLORENCE, SC      A/C Reg. No. N1013G      Time (Lcl) - 1915 EST

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -ATLANTIS LEASING, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under -14 CFR 135	ON GROUND	Pass 0	0	0	5
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-226TC	Eng Make/Model - GARRETT TPE-331-10	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 22	Rated Power - 840 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MYRTLE BEACH, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FLORENCE, SC	FLORENCE
Wind Dir/Speed- 060/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - 6000 FT THIN BKN	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 9701
SE LAND, ME LAND	Months Since - 10	Make/Model- 1258
	Aircraft Type - SA-226	Instrument- 1327
		Multi-Eng - 8326
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 121

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FINAL LEG OF A DOMESTIC SCHEDULED COMMUTER AIRLINE FLIGHT THE AIRCRAFT LANDED WITH THE LANDING GEAR IN THE RETRACTED POSITION. THE CAPTAIN COULD NOT RECALL PLACING THE GEAR SELECTOR HANDLE IN THE DOWN POSITION AND THE CO-PILOT COULD NOT REMEMBER CALLING FOR "GEAR DOWN" DURING THE "BEFORE LANDING CHECKLIST". THE CO-PILOT WAS FLYING THE LEG AND THE CAPTAIN WAS PERFORMING THE CO-PILOT FUNCTIONS. AS THE PROPELLERS CAME IN CONTACT WITH THE RUNWAY APPROX. 6 INCHES OF A RIGHT PROPELLER BLADE SEPARATED AND PENETRATED THE FUSELAGE AT ROW 2, SEAT "B". THERE WERE NO PASSENGERS SEATED IN THE AREA AT THAT TIME. NO MECHANICAL DISCREPANCIES WERE REPORTED BY THE CREW PRIOR TO THE ACCIDENT AND A LANDING GEAR SYSTEM CHECK AFTER THE ACCIDENT DID NOT REVEAL ANY MECHANICAL DIFFICIENCIES.

Brief of Accident (Continued)

File No. - 238

2/05/87

FLORENCE, SC

A/C Reg. No. N1013G

Time (Lc1) - 1915 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, COMPLACENCY - PILOT IN COMMAND
4. CHECKLIST - NOT FOLLOWED - COPILOT
5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
6. CREW/GROUP COORDINATION - POOR - PILOT IN COMMAND
7. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
8. WHEELS UP LANDING - INADVERTENT - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7,8

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 365      3/26/87      WINNSBORO, SC      A/C Reg. No. N6990V      Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	0	

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBIA, SC	FAIRFIELD COMPANY
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 75
Lowest Sky/Clouds - 12000 FT	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	DRY
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 840
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 630
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HIT A DITCH DURING A FORCED LANDING AFTER A POWER LOSS ON TAKEOFF. THE ACFT HAD RECEIVED ANNUAL INSPECTION DURING WHICH NO CONTAMINATION OF THE FUEL SYSTEM WAS FOUND. THE ACFT WAS PARKED OUTSIDE, IN THE RAIN, TO AWAIT THE OWNER'S PICKUP. THE FUEL SUMPS WERE NOT CHECKED BEFORE TAKEOFF. DURING POST ACCIDENT INSPECTION THE LEFT FUEL CAP WAS FOUND COCKED. WATER WAS FOUND IN THE LEFT FUEL TANK AND GASCOLATOR AFTER THE ACCIDENT.



Brief of Accident (Continued)

File No. - 365

3/26/87

WINNSBORO, SC

A/C Reg. No. N6990V

Time (Lcl) - 1630 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID, FUEL - WATER
3. FUEL SYSTEM, CAP - LOOSE
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
5. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 227      4/12/87      RIDGELAND, SC      A/C Reg. No. N9563V      Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -STANDING

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172 M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 235/010 KTS  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

RIDGELAND MUNICIPAL  
Runway Ident      - 21  
Runway Lth/Wid      - 3100/ 70  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 30  
Biennial Flight Review  
Current      - YES  
Months Since      - 3  
Aircraft Type      - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	55
Last 24 Hrs	- UNK/NR
Last 30 Days	- UNK/NR
Last 90 Days	- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING T/O & LDGS. DURING THE 2ND LDG, THE PLT REPTD RETARDING THROTTLE TO IDLE AND ENG DYING DURING ROLL-OUT. A RESTART WAS ACCOMPLISHED AND ANOTHER T/O COMP. AGAIN DURING LDG. ENG STOPPED DURING ROLL OUT. THIS TIME, THE RESTART ATTEMPT WAS NOT SUCCESSFUL. AFTER A PERIOD OF CRANKING, DURING WHICH THE THROTTLE WAS PUMPED AT LEAST ONCE, THE PLT NOTED SMOKE & FUMES FROM BEHIND INST PANLE. HE TURNED OFF ELEC EQUIP AND GOT OUT OF ACFT. HE NOTED FIRE AROUND NOSE STRUT AND THEN REPTD TURNING OFF FUEL SEL VALVE. HE WAS UNABLE TO EXT. FIRE AND ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 227

4/12/87

RIDGELAND, SC

A/C Reg. No. N9563V

Time (Lc1) - 1515 EDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    LANDING - ROLL

Finding(s)

1. UNDETERMINED
- 

Occurrence #2        FIRE/EXPLOSION  
Phase of Operation    STANDING

2. PLANNING-DECISION - POOR - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
  4.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 303      2/10/87      EUREKA, SD

A/C Reg. No. N3451X

Time (Lcl) - 2000 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - TAKEOFF

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MOBRIDGE, SD

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2658  
Make/Model- 221  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 27  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER NORMAL TAKEOFF, THE ACFT CONTACTED THE TERRAIN THEN CONTINUED ON UNTIL IT CAME TO REST APRX 350' FROM THE INITIAL IMPACT POINT. THE LANDING GEAR HAD BEEN RETRACTED AT THE TIME OF INITIAL IMPACT AND THE PLT HAD NO INDICATION OF ANY MALFUNCTION/FAILURE.

Brief of Accident (Continued)

File No. - 303

2/10/87

EUREKA, SD

A/C Reg. No. N3451X

Time (Lcl) - 2000 CST

---

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. LIGHT CONDITION - NIGHT
  3. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 351      1/24/87      MEMPHIS,TN      A/C Reg. No. N5814M      Time (Lcl) - 1436 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During -DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310P	Eng Make/Model - CONTINENTAL IO-470-UO	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAFAYETTE,LA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	MEMPHIS,TN	MEMPHIS INT'L
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 36L
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 9300/ 150
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 2300 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 385
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED AN ENGINE PROBLEM INSIDE THE OUTER MARKER TO RUNWAY 31. THE ACFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE. THE WRECKAGE EXAMINATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE ACFT WAS DESTROYED BY IMPACT FORCES, AND A POST CRASH FIRE. A WITNESS LOCATED AT THE ARPT SAW THE ACFT FALLING FROM THE BOTTOM OF A CLOUD IN WHAT WAS DESCRIBED AS AN UNCONTROLLED DESCENT.

Brief of Accident (Continued)

File No. - 351

1/24/87

MEMPHIS, TN

A/C Reg. No. N5814M

Time (Lc1) - 1436 CST

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)  
1. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)  
2. TERRAIN CONDITION - GROUND  
3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 289      2/18/87      NASHVILLE, TN      A/C Reg. No. N31590      Time (Lcl) - 1915 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - APPROACH

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed - 320/005 KTS  
Visibility - 1.250 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 300 FT OVERCAST  
Obstructions to Vision - FOG  
Precipitation - DRIZZLE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
LEBANON, TN  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance - IFR  
Type Apch/Lndg - ILS-COMPLETE  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

NASHVILLE METROPOLITAN  
Runway Ident - 02L  
Runway Lth/Wid - 7702/ 150  
Runway Surface - CONCRETE  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
ATP  
SE LAND, ME LAND

Age - 34  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 6529  
Make/Model - 2402  
Instrument - 1110  
Multi-Eng - 3434  
Last 24 Hrs - UNK/NR  
Last 30 Days - UNK/NR  
Last 90 Days - 50  
Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE CONDUCTED AN ILS APPCH BEHIND MIXED JET AND TURBOPROP TRAFFIC; THE ACFT ENCOUNTERED AN "EXTREME DOWNDRAFT" WHILE ON APPCH AND THE ACFT VERTICAL SPEED WENT FROM ABOUT 500 FPM TO ABOUT 1200 FPM. HE ATTEMPTED TO RECOVER BY ADDING FULL POWER, INCREASING PITCH, AND REDUCING THE FLAP SETTING FROM 25 DEGREES TO 10, BUT WAS UNABLE TO SUFFICIENTLY ARREST THE SINK RATE. THE ACFT SUBSEQUENTLY STRUCK TWO APPCH LIGHTS AND A LOCALIZER PLATFORM ABOUT 1/4 MILE FROM THE RWY. A BEECH 99 LANDING ABOUT 2 MINUTES AHEAD OF THE ACFT REPORTED NO PROBLEM ON THE APPCH. THE FREEZING LEVEL AT NASHVILLE WAS REPORTED TO 900 FT MSL AT 1750 CST. THE PLT REPORTED THAT ABOUT 20 MINUTES OF THE 30 MINUTE FLT HAD BEEN IN THE CLOUDS. AN AIR CARRIER FLT THAT LANDED ABOUT 10 MINUTES AHEAD REPORTED EXPERIENCING "LOTS OF RIME ICE". THE PA-32RT-300 POH STATES THAT THE FLAPS SHOULD BE SLOWLY RETRACTED ONLY WHEN A POSITIVE CLIMB RATE IS ESTABLISHED WHEN INITIATING A GO-AROUND FROM A LDG APPCH.



Brief of Accident (Continued)

File No. - 289

2/18/87

NASHVILLE, TN

A/C Reg. No. N31590

Time (Lc1) - 1915 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. PREFLIGHT BRIEFING SERVICE - INADEQUATE - PILOT IN COMMAND
3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
4. WING - ICE
5. STABILIZER - ICE

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

6. OBJECT - APPROACH LIGHT/NAVAID
7. STALL/MUSH
8. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
9. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 386      2/20/87      CROSSVILLE, TN      A/C Reg. No. N5824J      Time (Lcl) - 1830 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -CRUISE			1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-S	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BARDSTOWN, KY	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	COLLEGEDALE, TN	Runway Ident - N/A
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1200 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 361
SE LAND	Months Since - UNK/NR	Make/Model- 92
	Aircraft Type - C-182	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE RENTAL ACFT COLLIDED WITH THE TOP OF A MOUNTAIN AT SUBSTANTIAL AIRSPEED IN LEVEL FLT. VFR FLT WAS NOT RECOMMENDED BY FSS DUE TO LOW CEILINGS, RAIN AND FOG. NO FLT PLAN WAS FILED. THE PLT HAD NOT LOGGED A FLT FOR A FIVE MONTH PERIOD PRIOR TO THE ACCIDENT. THE CFI STATED THAT THE PLT DID NOT EXCEL IN ANY AREA OF HIS FLYING SKILLS DURING A BFR FLT THE DAY BEFORE THE ACCIDENT. THERE WAS NO INDICATION OF MECHANICAL OR STRUCTURAL FAILURE OR MALFUNCTION PRIOR TO THE IMPACT. THE ACFT HAS BEEN OVERDUE AND MISSING FOR THREE DAYS.

Brief of Accident (Continued)

File No. - 386

2/20/87

CROSSVILLE, TN

A/C Reg. No. N5824J

Time (Lc1) - 1830 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER DECISION, IMPROPER RECURRENT TRAINING - PILOT IN COMMAND(CFI)
3. PREFLIGHT BRIEFING SERVICE - DISREGARDED - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation CRUISE

Finding(s)

7. OBJECT - TREE(S)
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation CRUISE

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 223      2/21/87      HIXSON, TN      A/C Reg. No. N6767W      Time (Lcl) - 1520 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - 3200 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DALLAS BAY SKY PARK  
Runway Ident      - 05  
Runway Lth/Wid      - 2000/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 36  
Biennial Flight Review  
Current      - N/A  
Months Since      - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 30      Last 24 Hrs - 1  
Make/Model- 27      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING LDG ROLL ON SOLO INSTRUCTIONAL FLT, STU PLT STATED THAT HE APPLIED HAND BRAKES AND ACFT SWERVED TO THE LEFT. SKID MARKS FOUND AT THE SITE LED FROM NEAR THE RWY CENTERLINE TO A PARKED C-172 STRUCK DURING THE SEQUENCE. SUBSEQUENT INSPECTION OF THE BRAKE SYSTEM FAILED TO DISCLOSE EVIDENCE OF BRAKE MALFUNCTION.

Brief of Accident (Continued)

File No. - 223

2/21/87

HIXSON, TN

A/C Reg. No. N6767W

Time (Lcl) - 1520 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
  2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 261      3/13/87      BOLIVAR, TN      A/C Reg. No. N25503      Time (Lcl) - 1600 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BOLIVAR-HARDEMAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 55
	Months Since - N/A	Last 24 Hrs - 4
	Aircraft Type - N/A	Make/Model- 52
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 52
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT HE FLARED EXCESSIVELY DURING TOUCHDOWN WHILE PRACTICING A TOUCH & GO LANDING, CAUSING THE AIRPLANE TO BALLOON. THE AIRPLANE SUBSEQUENTLY TOUCHED DOWN AGAIN AND HEADED TOWARD THE LEFT SIDE OF THE RWY. THE STUDENT PLT STATED THAT HE ATTEMPTED TO STRAIGHTEN OUT THE AIRPLANE USING RIGHT RUDDER, AND BRAKE IT TO A STOP. HOWEVER, THE AIRPLANE RAN OFF THE LEFT SIDE OF THE RWY INTO SOFT DIRT WHERE IT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 261

3/13/87

BOLIVAR, TN

A/C Reg. No. N25503

Time (Lc1) - 1600 CST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 286      3/27/87      SHELBYVILLE, TN      A/C Reg. No. N654Y      Time (Lcl) - 1100 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation      -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under      -14 CFR 137	ON GROUND	Pass	0	0	0
Accident Occurred During      -DESCENT			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model      - GRUMMAN G-164	Eng Make/Model      - P&W R-985	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 3725	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 25.0      SM	Type of Flight Plan      - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 44	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current      - YES	Total      - 14300
SE LAND, ME LAND	Months Since      - 12	Make/Model- 2000
	Aircraft Type      - UNK/NR	Instrument- 1150
		Multi-Eng      - 3000
		Last 24 Hrs      - 12
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING OPERATED FROM A DIRT ROAD THAT WAS REPORTEDLY ONLY SLIGHTLY WIDER THAN THE ACFT. THE PLT REPORTED THAT HE HAD JUST COMPLETED A SPRAYING OPERATION AND WAS ABOUT TO PUT OUT SOME FERTILIZER. HE STATED THAT HE INSTALLED THE SPREADER, BUT LEFT THE SPRAY BOOMS AND PUMP ON THE ACFT SINCE HE ONLY HAD 3 LOADS TO PUT OUT. THE SUBSEQUENT TAKEOFF ROLL WAS EXTENDED AND THE RT SPRAY BOOM STRUCK A DIRT BANK ON THE SIDE OF THE ROAD. THE PLT RAISED THE RT WING AND BEGAN TO DUMP THE ACFT'S LOAD OF FERTILIZER. THE AIRPLANE SUBSEQUENTLY BECAME AIRBORNE AND STRUCK SOME BUSHES. DURING THE INITIAL CLIMB, THE LT WING STRUCK A TREE AND THE AIRPLANE NOSED OVER, IMPACTED THE TERRAIN INVERTED, AND CAUGHT FIRE. THE PLT LATER REPORTED TO THE FAA THAT THE ACFT WAS "JUST TOO HEAVY".



Brief of Accident (Continued)

File No. - 286

3/27/87

SHELBYVILLE, TN

A/C Reg. No. N654Y

Time (Lcl) - 1100 CST

Occurrence #1 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND
3. SPRAY/DUSTING EQUIPMENT - NOT REMOVED
4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - DETERIORATED
7. LOAD JETTISON - INITIATED - PILOT IN COMMAND
8. TERRAIN CONDITION - RISING
9. TERRAIN CONDITION - DIRT BANK

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

10. OBJECT - TREE(S)

Occurrence #3 FIRE  
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 288      4/01/87      OLIVER SPRINGS, TN      A/C Reg. No. N2510Y      Time (Lcl) - 1751 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -APPROACH			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172D	Eng Make/Model - CONTINENTAL O-300-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROCKWOOD, TN	BROKEN S. RANCH
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1460
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2629
SE LAND	Months Since - 1	Make/Model- 643
	Aircraft Type - UNK/NR	Instrument- 14
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE ACFT ENCOUNTERED HEAVY TURBULENCE AND A STRONG GUSTY X-WIND CLOSE TO THE GROUND WHILE ON SHORT FINAL TO HIS PRIVATE AIRSTRIP. THE PLT ATTEMPTED A GO-AROUND AND ENCOUNTERED "EXTREMELY HEAVY TURBULENCE" DURING A TURNING CLIMBOUT THROUGH AND OVER MOUNTAINOUS TERRAIN. THE ACFT SUBSEQUENTLY FELL BELOW A RIDGE INTO A HOLLOW WHERE IT IMPACTED TREES.

Brief of Accident (Continued)

File No. - 288

4/01/87

OLIVER SPRINGS, TN

A/C Reg. No. N2510Y

Time (Lcl) - 1751 EST

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
  2. WEATHER EVALUATION - POOR - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

3. WEATHER CONDITION - UNFAVORABLE WIND
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  6. STALL/MUSH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 364      4/04/87      LEBANON, TN      A/C Reg. No. N4974J      Time (Lcl) - 1230 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					2

-----Aircraft Information-----

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SPARTA, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LEBANON MUNICIPAL
Wind Dir/Speed- 180/030 KTS	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 604
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 10
		Multi-Eng - 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE MADE A VFR PATTERN FOR LANDING ON RWY 18 AT HIS DESTINATION. THE WIND WAS "HARD" AND "STRAIGHT DOWN THE RWY." HE REPORTED THAT, "ALL OF A SUDDEN IT SEEMED AS THOUGH THE WIND QUIT AND THE AIRPLANE STARTED TO FALL." THE ACFT HIT HARD SHORT OF THE RWY, BOUNCED, STRUCK A VASI LIGHT, CROSSED A DITCH, A TAXIWAY AND CAME TO REST IN A DITCH ON THE SOUTH SIDE OF THE TAXIWAY. THIS ACCIDENT WAS NOT REPORTED UNTIL 9 DAYS LATER.

Brief of Accident (Continued)

File No. - 364

4/04/87

LEBANON, TN

A/C Reg. No. N4974J

Time (Lcl) - 1230 CST

---

Occurrence #1            ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
  2. ABORTED TAKEOFF - MISJUDGED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 357 1/21/87 FORT WORTH, TX

A/C Reg. No. N4901G

Time (Lcl) - 1515 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	- INSTRUCTIONAL	0	0	0	1
Flight Conducted Under	- 14 CFR 91	0	0	0	0
Accident Occurred During	- LANDING				

Type of Operation - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2220  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 340/008 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
GAINSVILLE, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - TRAFFIC ADVISORY  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

MEACHAM  
Runway Ident - 16L  
Runway Lth/Wid - 7500/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 30  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	31
Make/Model-	31
Instrument-	0
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	28

Instrument Rating(s) - NONE

-----Narrative-----

THE NOSE GEAR STRUT DEPRESSED MORE THAN NORMAL FOLLOWING WHAT THE STUDENT PLT THOUGHT WAS A NORMAL TOUCHDOWN AND THE ACFT VEERED OFF THE RWY. AS CONTROL WAS LOST, THE NOSE GEAR TIRE BLEW AND THE ACFT SUBSEQUENTLY STRUCK A VASI LIGHT COLLAPSING THE NOSE GEAR. INVESTIGATION REVEALED THAT THE NOSE GEAR STRUT WAS SERVICED TO 10 PSI INSTEAD OF THE MINIMUM OF 45 PSI THAT WAS REQUIRED BY THE ACFT MAINTENANCE MANUAL.

Brief of Accident (Continued)

File No. - 357

1/21/87

FORT WORTH, TX

A/C Reg. No. N4901G

Time (Lcl) - 1515 CST

Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - PRESSURE TOO LOW
2. MAINTENANCE, SERVICE OF AIRCRAFT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 355      2/01/87      MIDLOTHIAN, TX      A/C Reg. No. N228BG      Time (Lcl) - 1615 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During - LANDING		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - BURKHART-GROB 103A	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1276	Engine Type - N/A	
No. of Seats - 2	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TSA GLIDERPORT
Wind Dir/Speed- 225/018 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 403
	Months Since - 10	Make/Model- 84
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SUBSTANTIALLY DAMAGED WHEN THE LEFT WING STRUCK A 4 INCH DIAMETER POST ON LANDING. THE PLT STATED THAT HE DECIDED THAT DUE TO A CROSSWIND, HE WOULD LAND DIAGONALLY ACROSS THE NORTH/SOUTH RWY THAT WAS MOWED IN THE MIDDLE OF A LARGE OPEN FIELD WHICH SERVED AS A GLIDERPORT. WITH THE EXCEPTION OF THE MOWED STRIP, THE REST OF THE FIELD WAS COVERED WITH HIGH WEEDS THAT OBSTRUCTED THE POST FROM THE PLT'S VISION.



Brief of Accident (Continued)

File No. - 355

2/01/87

MIDLOTHIAN, TX

A/C Reg. No. N228BG

Time (Lcl) - 1615 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
2. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
3. FACILITY INADEQUATE - AIRPORT PERSONNEL
4. OBJECT - FENCE
5. TERRAIN CONDITION - HIGH VEGETATION
6. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 279      3/13/87      MIDLAND, TX      A/C Reg. No. N3306R      Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
0

-----Aircraft Information-----

Make/Model - CESSNA 185A  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3200  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-F  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/018 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MIDLAND, TX  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WINDHAM RANCH STRIP  
Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY  
ROUGH

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
NONE

Age - 37  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total - UNK/NR      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKE OFF, THE AIRCRAFTS ENGINE FAILED DUE TO FUEL EXHAUSTION. THE PILOT MADE AN EMERGENCY FORCED LANDING IN A ROUGH UNEVEN FIELD, CAUSING SUBSTANTIAL DAMAGE TO THE LEFT WING SPAR, LEFT MAIN GEAR, AND LEFT ELEVATOR. THE PILOT DID NOT HOLD A CERTIFICATE/RTATING.

Brief of Accident (Continued)

File No. - 279

3/13/87

MIDLAND, TX

A/C Reg. No. N3306R

Time (Lcl) - 1200 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 375	3/15/87	KERRVILLE, TX	A/C Reg. No. N6785F	Time (Lcl) - 1915 CST
----------------	---------	---------------	---------------------	-----------------------

---

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0
Accident Occurred During -DESCENT			2	0
				Minor
				0
				None
				0

---

-----Aircraft Information-----

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

---

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ALPINE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	KERRVILLE, TX	KERRVILLE
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

---

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 1	Make/Model- 10
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 60

Instrument Rating(s) - NONE

---

-----Narrative-----

THE NON-INSTRUMENT PILOT CONTINUED VFR FLIGHT INTO IMC CONDITIONS. THE ACFT STRUCK TOP OF RIDGELINE WHILE TRAVELING AT A HIGH RATE OF SPEED AND WAS DEMOLISHED. NO EVIDENCE OF A PRE-IMPACT FAILURE OR MALFUNCTION OF THE ACFT WAS FOUND.

---

Brief of Accident (Continued)

File No. - 375

3/15/87

KERRVILLE, TX

A/C Reg. No. N6785F

Time (Lcl) - 1915 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. LIGHT CONDITION - DARK NIGHT
3. PLANNING-DECISION - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE - NORMAL

Finding(s)

7. AIRSPEED - UNCONTROLLED - PILOT IN COMMAND
8. DESCENT - EXCESSIVE - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 374      3/24/87      DALLAS, TX      A/C Reg. No. N73107      Time (Lcl) - 2045 CST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage						
Name of Carrier	-METRO FLIGHT INC.	SUBSTANTIAL						
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-TAKEOFF							3
								8

-----Aircraft Information-----

Make/Model	- CONVAIR CV-580	Eng Make/Model	- ALLISON 501D13	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 47000	Engine Type	- TURBOPROP		
No. of Seats	- 50	Rated Power	- 4500 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELETYPE	DALLAS, TX	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LONGVIEW, TX	DALLAS/FT. WORTH
Wind Dir/Speed- 270/015 KTS	ATC/Airspace	Runway Ident - 35L
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 11388/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 8819
SE LAND, ME LAND	Months Since - 7	Make/Model- 1127
	Aircraft Type - 580	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 158
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

METRO FLIGHT AIRLINES CONVAIR CV-580 ATTEMPTED TAKEOFF FROM RUNWAY 35L AT THE DALLAS/FORT WORTH AIRPORT (DFW) WITH CROSSWINDS EXCEEDING DEMONSTRATED CAPABILITY OF THE AIRCRAFT. THE TAKEOFF ATTEMPT VIOLATED COMPANY LIMITATIONS FOR CROSSWINDS IN THE CONVAIR CV-580. DURING THE TAKEOFF ROLL THE LEFT WING BECAME AIRBORNE AND RETURNED TO THE RUNWAY WITH SUFFICIENT FORCE TO ALLOW THE LEFT PROPELLER ASSEMBLY TO CONTACT THE RUNWAY CAUSING SEPARATION OF TWO PROPELLER BLADES AND LOSS OF DIRECTIONAL CONTROL. THE AIRCRAFT DEPARTED THE RUNWAY ONTO SOFT TERRAIN CAUSING THE NOSE GEAR TO COLLAPSE. THE NOSE OF THE AIRCRAFT DROPPED AND THE AIRCRAFT CAME TO REST ON A CONNECTING TAXIWAY.

Brief of Accident (Continued)

File No. - 374

3/24/87

DALLAS, TX

A/C Reg. No. N73107

Time (Lcl) - 2045 CST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
5. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
7. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

8. PROPELLER SYSTEM/ACCESSORIES, BLADE - OVERLOAD
9. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
10. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 NOSE GEAR COLLAPSED

Phase of Operation OTHER

Finding(s)

11. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE DOWN

Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7,9,10

Factor(s) relating to this accident is/are finding(s) 1,3,5,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 278      3/28/87      PALESTINE, TX      A/C Reg. No. N22064      Time (Lcl) - 1030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During -LANDING			0	0	1	0	
			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GLADEWATER, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALESTINE, TX	PALESTINE MUN
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - SPECIAL IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 271
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 124
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLARE/TOUCHDOWN THE PILOT LOST CONTROL OF THE AIRCRAFT DUE TO A CROSSWIND. THE PILOT ATTEMPTED A GO-AROUND BUT CONTACTED SOME TREES OFF THE RIGHT SIDE OF THE RUNWAY CAUSING SUBSTANTIAL DAMAGE TO THE WINGS, TAIL AND LANDING GEAR.



Brief of Accident (Continued)

File No. - 278

3/28/87

PALESTINE, TX

A/C Reg. No. N22064

Time (Lcl) - 1030 CST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 317      4/18/87      ARCOLA, TX      A/C Reg. No. N9728N      Time (Lcl) - 1015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - HUNTER EXECUTIVE	Eng Make/Model - ROTORWAY RW152	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1285	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 152 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ARCOLA/HOUSTON
Wind Dir/Speed- 230/015 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 147	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model- 18	Last 30 Days- 6
	Aircraft Type - C-172	Instrument- 8	Last 90 Days- 9
			Rotorcraft - 30

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS BEING TEST FLOWN FOLLOWING THE REPLACEMENT OF A TAIL ROTOR DRIVE BELT. FOLLOWING A GROUND RUN UP AND GROUND TAXI, SEVERAL HOVERING FLTS WERE MADE SUCCESSFULLY. AS THE NON-HELICOPTER RATED PLT WAS HOVERING BACK TO THE PARKING AREA, HE HEARD THE BELT BEGIN SLIPPING AND THE NOSE OF THE HELICOPTER ROTATED TO THE LEFT. APPLICATION OF RIGHT PEDAL DID NOT ARREST THE LEFT YAW AND THE ACFT STRUCK THE GROUND HARD WHILE IN A LEFT YAW WITH THE RIGHT SKID DOWN. FOLLOWING INITIAL IMPACT THE ACFT ROLLED OVER ON ITS LEFT SIDE AND WAS CONSUMED BY A POST IMPACT FIRE WHICH ALSO DESTROYED THE TAIL ROTOR DRIVE BELT.

Brief of Accident (Continued)

File No. - 317

4/18/87

ARCOLA, TX

A/C Reg. No. N9728N

Time (Lcl) - 1015 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation HOVER

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - LOOSE
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED

Occurrence #2 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, IMPROPER INITIAL TRAINING - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - PILOT IN COMMAND

Occurrence #3 ROLL OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 354      5/22/87      AUSTIN, TX      A/C Reg. No. N3980X      Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -BUSINESS  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-34-200T  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4570  
No. of Seats      - 7

Eng Make/Model      - CONTINENTAL TS10-360-E  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 225 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC

Wind Dir/Speed- 140/003 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 3500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LUBBOCK, TX

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - TRAFFIC PATTERN  
PRECAUTIONARY LANDING

Airport Proximity  
ON AIRPORT

Airport Data

ROBERT MUELLER  
Runway Ident      - 17  
Runway Lth/Wid      - 5000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 58  
Biennial Flight Review  
Current      - YES  
Months Since      - 20  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- 2853	Last 24 Hrs	- 5
Make/Model-	175	Last 30 Days-	UNK/NR
Instrument-	446	Last 90 Days-	9
Multi-Eng	- 872		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS UNABLE TO RETRACT THE LANDING GEAR AFTER TAKEOFF. THE PLT ELECTED TO RETURN TO THE ARPT AND PERFORM A PRECAUTIONARY LANDING. THE TOUCHDOWN WAS NORMAL FOLLOWED BY THE RIGHT MAIN LANDING GEAR COLLAPSING DURING THE LANDING ROLL. THE ACFT HAD UNDERGONE AN ANNUAL INSPECTION 3 FLT HOURS PRIOR TO THE ACCIDENT. THE ANNUAL INSPECTION INCLUDED EXTENSIVE MAINTENANCE ON THE LANDING GEAR SYSTEM. ONE BOLT WAS FOUND TO BE MISSING FROM THE RIGHT MAIN LANDING GEAR ASSEMBLY.

Brief of Accident (Continued)

File No. - 354

5/22/87

AUSTIN, TX

A/C Reg. No. N3980X

Time (Lcl) - 1215 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LANDING GEAR, MAIN GEAR - INOPERATIVE
2. GEAR RETRACTION - ATTEMPTED - PILOT IN COMMAND
3. GEAR RETRACTION - NOT POSSIBLE - PILOT IN COMMAND
4. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
5. IMPROPER USE OF PROCEDURE, COMPLACENCY - OTHER MAINTENANCE PSNL
6. MAINTENANCE, INSTALLATION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 MAIN GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)

7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. LANDING GEAR, MAIN GEAR - UNLOCKED

Occurrence #3 ON GROUND COLLISION WITH TERRAIN  
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - RUNWAY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6,8

Factor(s) relating to this accident is/are finding(s) 7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 232      2/09/87      CEDAR CITY,UT

A/C Reg. No. N2691Z

Time (Lcl) - 1640 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire  
NONE

Crew  
Pass

0  
0

0  
0

0  
0

1  
0

-----Aircraft Information-----

Make/Model - CESSNA 185C

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3200

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-F

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 60.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

PROVO,UT

Destination

ST. GEORGE,UT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 48

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - 185C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2010

Make/Model- 2010

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

DURING NORMAL DESCENT AT SEVEN-THOUSAND FT MSL, ACFT STRUCK A BIRD. THE LEFT WING TIP LEADING EDGE INCURRED A DENT TWENTY-FOUR INCHES LONG AND TWELVE INCHES DEEP. DIRECTIONAL CONTROL BECAME DIFFICULT SO PLT MADE A PRECAUTIONARY LANDING ON HIGHWAY I-15, AND TAXIED TWO MILES TO CEDAR CITY ARPT.

Brief of Accident (Continued)

File No. - 232

2/09/87

CEDAR CITY,UT

A/C Reg. No. N2691Z

Time (Lcl) - 1640 MST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WING,WINGTIP - BENT
2. DIRECTIONAL CONTROL - INADEQUATE -
3. OBJECT - BIRD(S)
4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 376      3/21/87      PARK CITY,UT      A/C Reg. No. N40968      Time (Lc1) - 1100 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-SIGHTSEEING	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	2	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	6	0	0

-----Aircraft Information-----

Make/Model	- RAVEN S-77A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 2800	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 170/014 KTS</p> <p>Visibility - 40.0 SM</p> <p>Lowest Sky/Clouds - 9000 FT SCATTERED</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PARK CITY,UT</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
---	---	--

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 318
	Months Since - 18	Make/Model- 318
FREE BALLOON	Aircraft Type - RX7	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A COMMERCIAL PAX SIGHTSEEING FLT, THE PLT ALLOWED A NON-RATED STUDENT PLT TO FLY THE BALLOON UNTIL IT NEARLY COLLIDED WITH BUILDINGS. THE PLT TOOK OVER THE CONTROLS AND APPLIED MAXIMUM BURNER HEATING TO AVOID IMPACT WITH THE BUILDINGS, WHICH RESULTED IN RAPID ASCENT TO APPROXIMATELY 3,000 FEET AGL. WINDS AT THAT ALTITUDE BLEW THE BALLOON OUT OF THE SMALL OPEN VALLEY WHERE THE FLTS WERE NORMALLY CONDUCTED. IT CROSSED A RIDGELINE AND WAS FLYING OVER MOUNTAINOUS/HILLY TERRAIN WHERE THE PLT INITIATED A DESCENT FOR LANDING. THE BALLOON IMPACTED TRANSMISSION POWER LINES AT APPROXIMATELY 50 FEET ABOVE THE GROUND. THE GONDOLA WAS SEVERED FROM THE BALLOON BY ELECTRICAL ARCING AND FELL TO THE GROUND. THE NATURAL GAS FUEL TANKS EXPLODED AND BURNED, DESTROYING THE GONDOLA.



Brief of Accident (Continued)

File No. - 376

3/21/87

PARK CITY,UT

A/C Reg. No. N40968

Time (Lc1) - 1100 MST

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  6. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 373      5/26/87      OGDEN,UT      A/C Reg. No. N48590      Time (Lcl) - 1415 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	2
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OGDEN,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OGDEN MUNICIPAL
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 16000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3242
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 4
	Aircraft Type - PA-44	Make/Model- 600
		Instrument- 146
		Multi-Eng - 27
		Last 30 Days- UNK/NR
		Last 90 Days- 231

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT PLT & CFI WERE PRACTICING SLOW FLT & STALLS. CARB HEAT WAS APPLIED BEFORE THE START OF EACH STALL SERIES. DURING THE RECOVERY FROM THE LAST STALL THE STUDENT PLT APPLIED ONLY PARTIAL PWR. THE CFI APPLIED FULL PWR & THE ENG BEGAN TO RUN ROUGH. THE CFI THEN INCREASED THE MIXTURE TO FULL RICH. THE ENG RAN BETTER & RPM INCREASED ABOUT 150-200 RPM FOR A SHORT TIME BEFORE IT BEGAN TO RUN ROUGH AGAIN AND THEN QUIT ENTIRELY. THE CFI STATED LATER THAT HE WAS SURPRISED WHEN THE PROP STOPPED AT 75-70 KTS IAS. THE CFI ASSUMED CONTROL OF THE ACFT & MADE A FORCED LNDG IN A MARSHY AREA. THE ACFT WENT THROUGH A FENCE AND NOSED OVER. POST-CRASH EXAM OF THE ACFT REVEALED NOTHING THAT WOULD HAVE PRECLUDED NORMAL OPERATIONS.

Brief of Accident (Continued)

File No. - 373

5/26/87

OGDEN,UT

A/C Reg. No. N48590

Time (Lcl) - 1415 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. OBJECT - FENCE  
3. TERRAIN CONDITION - SOFT  
4. TERRAIN CONDITION - WET

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 257 2/01/87 WOODBRIDGE,VA

A/C Reg. No. N6558L

Time (Lcl) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

0  
0

0  
0

0  
0

2  
0

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 200/004 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

WOODBRIDGE,VA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

WOODBRIDGE

Runway Ident - 19

Runway Lth/Wid - 2250/ 45

Runway Surface - ASPHALT

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

GLIDER

Age - 56

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4662

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 12

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS ATTEMPTING THE LAST OF 3 FULL STOP LANDINGS. THE LANDING WAS MADE AT MINIMUM AIRSPEED. THE ACFT TOUCHED DOWN LEFT OF THE RWY CENTERLINE WHERE AFTERWARDS THE L MAIN GEAR HIT A SNOWBANK ALONGSIDE THE RWY. A LOSS OF DIRECTIONAL CONTROL OCCURRED AND THE ACFT NOSED DOWN IN THE SNOW. THE STUDENT STATED THAT THE INSPECTION PLATE BEHIND THE RUDDER PEDALS WAS BENT UP AND MAY HAVE INTERFERED WITH HIS L-FOOT AS HE TRIED TO STEER THE ACFT DURING THE LANDING ROLL. THE INSTRUCTOR STATED THAT THE L. MAIN GEAR HIT THE SNOWBANK ABOUT 1 SECOND AFTER TOUCH DOWN. THE STUDENT IS A PRIVATE PILOT; HOWEVER HE WAS RESTRICTED TO STUDENT PRIVILEGES PENDING A FAA MEDICAL FLIGHT BECAUSE OF DEFECTIVE VISION IN HIS LEFT EYE.

Brief of Accident (Continued)

File No. - 257

2/01/87

WOODBIDGE,VA

A/C Reg. No. N6558L

Time (Lcl) - 1800 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
- 

Occurrence #3        NOSE DOWN  
Phase of Operation    LANDING - ROLL

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 332      3/22/87      MONTVALE,VA      A/C Reg. No. N60765      Time (Lcl) - 0905 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	MINOR				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor
Accident Occurred During -LANDING			0	0	0
				1	1

-----Aircraft Information-----

Make/Model - EAGLE BALLOON C-7	Eng Make/Model - N/A	ELT Installed/Activated - UNK/NR
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - N/A	
No. of Seats - UNK/NR	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FINCASTLE,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 101
	Months Since - 16	Make/Model- 101
FREE BALLOON	Aircraft Type - C-7	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON PLT SELECTED A DOWNSLOPING FIELD WITH POWERLINES AT THE APCH END AND WOODS AT THE UPWIND END IN WHICH TO LAND. ON TOUCHDOWN, THE BASKET TIPPED OVER AND THE PLT WAS PULLED FROM THE BASKET BY HIS GRIP ON THE CROWN VALVE LINE. THE BALLOON BEGAN TO ASCEND WITH TWO PASSENGERS IN THE BASKET. THE TWO PASSENGERS JUMPED TO THE GROUND FROM AN ALT ALT 5-10 FT AGL. ONE PASSENGER SUFFERED A FRACTURED PELVIC BONE DURING THE FALL. THE BALLOON THEN TRAVELED APRX 3/4 OF A MILE BEFORE CONTACTING TREES.

Brief of Accident (Continued)

File No. - 332

3/22/87

MONTVALE, VA

A/C Reg. No. N60765

Time (Lc1) - 0905 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation LANDING

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
4. CLIMB - UNCONTROLLED -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 263      1/11/87      BREMERTON,WA      A/C Reg. No. N36339      Time (Lcl) - 1130 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BELLANCA 7KCAB	Eng Make/Model - LYCOMING IO-320-F2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SEATTLE,WA	
Method - N/A	Destination SAME AS ACC/INC	Airport Data BREMERTON NAT'L
Completeness - N/A		Runway Ident - 19
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6200/ 150
Wind Dir/Speed- 180/010 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 7	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

PLT WITH LESS THAN 2 HRS AS PIC IN BELLANCA 7KCAB ACFT STALLED ON APPROACH TO RUNWAY. PLT REPORTED WINDS ESTIMATED AT 10 KTS WITH GUSTS TO 15 KTS. ACFT STALLED ABOUT 30 FEET ABOVE RUNWAY AND IMPACTED ON THE NOSE AT ABOUT 30 DEGREE ANGLE.



Brief of Accident (Continued)

File No. - 263

1/11/87

BREMERTON,WA

A/C Reg. No. N36339

Time (Lcl) - 1130 PST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL
  3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 262      1/12/87      EATONVILLE, WA      A/C Reg. No. N1815Y      Time (Lcl) - 1218 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PUYALLUP, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SWANSON FIELD
Wind Dir/Speed- 200/020 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1970/ 100
Lowest Sky/Clouds -	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 99
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 99
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON APPROACH TO HOME FIELD AFTER A X-C FLIGHT. DURING FINAL, THE PILOT ELECTED TO GO-AROUND DUE TO GUSTY WINDS AND A DOWNDRAFT. THE ACFT STALLED INTO TREES ALONG SIDE THE RUNWAY. INVESTIGATION REVEALED THE FLAPS WERE SET AT 40 DEGREES AND CARBURETOR HEAT WAS FULL ON.

Brief of Accident (Continued)

File No. - 262

1/12/87

EATONVILLE, WA

A/C Reg. No. N1815Y

Time (Lcl) - 1218 PST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - GUSTS
3. RAISING OF FLAPS - DELAYED - PILOT IN COMMAND
4. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
5. FLIGHT MANUALS - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - GO-AROUND (VFR)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 207      1/24/87      SPOKANE,WA      A/C Reg. No. N9322X      Time (Lcl) - 1543 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-CORPORATE AIR SERVICES	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 182R II	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	YAKIMA,WA	
Completeness - FULL	Destination	<b>Airport Data</b>
Basic Weather - IMC	SPOKANE,WA	Runway Ident - N/A
Wind Dir/Speed- 210/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - GRASS/TURF
Lowest Sky/Clouds -	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - FORCED LANDING	ROUGH
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

<b>Pilot-In-Command</b>	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 1608
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 215
		Last 30 Days- UNK/NR
		Instrument- 117
		Last 90 Days- 153
		Multi-Eng - 44

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT ATTEMPTED INSTRUMENT APPROACH IN CONDITIONS CONDUCTIVE TO STRUCTURAL ICING; I.E., FOG, LIGHT SNOW, TEMP 32F. ACFT NOT EQUIPPED FOR DEICE. STRUCTURAL ICE ACCRETION DURING APPROACH AND CLIMB-OUT FOLLOWING MISSED APPROACH DEGRADED ACFT PERFORMANCE SO THAT CLIMB TO ASSIGNED ALT/VFR CONDITIONS NOT POSSIBLE. ACFT CONTINUED TO ACCUMULATE ICE IN IMC, EVENTUALLY FORCING DESCENT TO GROUND CONTACT.

Brief of Accident (Continued)

File No. - 207

1/24/87

SPOKANE,WA

A/C Reg. No. N9322X

Time (Lcl) - 1543 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - SNOW
6. WING - ICE
7. MISSED APPROACH - PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. AIRCRAFT PERFORMANCE - DETERIORATED

Occurrence #3 HARD LANDING  
Phase of Operation LANDING

Finding(s)

9. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - DETERIORATED
10. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,8,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 266      3/19/87      LOPEZ ISLAND, WA      A/C Reg. No. N64728      Time (Lc1) - 0830 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-PETER CLELAND	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2	
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	OAK HARBOR, WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	FRIDAY HARBOR, WA	Runway Ident - N/A
Wind Dir/Speed - CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 6099	Last 24 Hrs - 2
SE LAND, ME LAND, SE SEA	Months Since - 21	Make/Model - 492	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 700	Last 90 Days - 26
		Multi-Eng - 2206	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE THE ACFT ENGINE QUIT DUE TO FUEL EXHAUSTION. THE PILOT NEGLECTED TO VISUALLY CHECK THE FUEL TANKS PRIOR TO DEPARTURE, BUT RATHER RELIED ON FUEL GAUGES AND HIS OWN ESTIMATION THAT ENOUGH FUEL WOULD BE REMAINING TO COMPLETE THE FLIGHT. DURING FORCED LANDING ONTO A FIELD A COW CROSSED THE LANDING AREA. THE PILOT RAISED THE NOSE OF THE AIRCRAFT IN ORDER TO AVOID STRIKING THE COW. THE ACFT THEN HIT THE GROUND NOSE FIRST.

Brief of Accident (Continued)

File No. - 266

3/19/87

LOPEZ ISLAND, WA

A/C Reg. No. N64728

Time (Lc1) - 0830 PST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. REFUELING - DISREGARDED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      HARD LANDING  
Phase of Operation      LANDING

Finding(s)

5. OBJECT - ANIMAL(S)
6. PULL-UP - INITIATED - PILOT IN COMMAND
7. FLARE - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,7

Factor(s) relating to this accident is/are finding(s) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 384      6/05/87      SNOHOMISH, WA      A/C Reg. No. N65994      Time (Lcl) - 1730 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model      - CESSNA 172P  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2400  
No. of Seats      - 4

Eng Make/Model - LYCOMING O-320-D2J  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC

Wind Dir/Speed- 360/011 KTS  
Visibility      - 30.0 SM  
Lowest Sky/Clouds      - 1800 FT  
Lowest Ceiling      - 1800 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SEATTLE, WA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

HARVEY  
Runway Ident      - 14  
Runway Lth/Wid      - 2650/ 38  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 3700      Last 24 Hrs - UNK/NR  
Make/Model- 40      Last 30 Days- UNK/NR  
Instrument- 3700      Last 90 Days- UNK/NR  
Multi-Eng - 3400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INITIATED A LANDING ON A 2650 FT LONG RUNWAY IN A 11-18 KNOT QUARTERING TAILWIND CONDITION. HE FLEW THE FINAL APPROACH TOO FAST AND FLARED PREMATURELY. THE ACFT FLOATED DOWN THE RWY, LANDED HARD AND BOUNCED TWICE. THE PLT LOST CONTROL AND THE ACFT DEPARTED THE SIDE OF THE RWY. THE LEFT WING WAS SUBSTANTIALLY DAMAGED ON IMPACT WITH A POLE ON THE SIDE OF THE RWY.



Brief of Accident (Continued)

File No. - 384

6/05/87

SNOHOMISH, WA

A/C Reg. No. N65994

Time (Lc1) - 1730 PDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND
5. FLARE - PREMATURE - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

8. WEATHER CONDITION - UTILITY POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 399      2/05/87      DODGEVILLE,WI      A/C Reg. No. N86079      Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -TAXI

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model        - AERONCA 11AC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1250  
No. of Seats      - 2

Eng Make/Model - CONTINENTAL A-65-8  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 65 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - NO RECORD OF BRIEFING  
Method            - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 270/012 KTS  
Visibility        - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - NONE  
Obstructions to Vision- HAZE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HARTFORD,WI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance    - NONE  
Type Apch/Lndg      - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

DODGEVILLE MUNICIPAL  
Runway Ident        - 12  
Runway Lth/Wid      - 2750/ 50  
Runway Surface      - ASPHALT  
Runway Status        - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND,SE SEA

Age - 33  
Biennial Flight Review  
Current            - YES  
Months Since      - 2  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 316  
Make/Model- 133  
Instrument- 3  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING AFTER LANDING ON RUNWAY 12, A TAILWIND WAS ENCOUNTERED. THE ACFT SPUN AROUND, SLID BACKWARDS OFF THE RWY, DOWN A STEEP EMBANKMENT AND STRUCK A LARGE ROCK. THE PLT REPORTED WINDS FROM 270 DEGREES AT 12 KNOTS GUSTING TO 18 KNOTS.

Brief of Accident (Continued)

File No. - 399

2/05/87

DODGEVILLE, WI

A/C Reg. No. N86079

Time (Lcl) - 1430 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
5. OBJECT - OBJECT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 313      4/03/87      ROCK ROVER,WY      A/C Reg. No. N1653G      Time (Lc1) - 1630 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CHAMPION 7GCBC	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - 27
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - 1000
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 200
SE LAND	Months Since - 29	Make/Model- 200
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS USING A PASTURE FOR TAKEOFF. THE WINDS WERE CALM AND THE TAKEOFF RUN WAS SLIGHTLY UPHILL. THERE WAS A LOW SPOT IN THE PASTURE WHICH WAS SOFT FROM MELTING SNOW. THE ACFT DID NOT REACH TAKEOFF SPEED BEFORE REACHING THE END OF THE PASTURE. DURING THE OVERRUN, THE ACFT CONTACTED A ROCK AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 313

4/03/87

ROCK ROVER,WY

A/C Reg. No. N1653G

Time (Lc1) - 1630 MST

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
2. TERRAIN CONDITION - SOFT
3. TERRAIN CONDITION - UPHILL
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. ABORT - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6

Factor(s) relating to this accident is/are finding(s) 2,3



EMBRY-RIDDLE AERO.U., DAYTONA BEACH



3 1745 00067 1159

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va 22161

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211



**SPECIAL FOURTH-CLASS RATE**  
**BOOK**

OFFICIAL BUSINESS

Penalty for Private Use, \$300