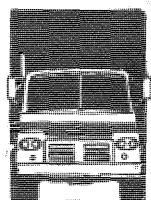
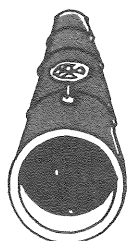
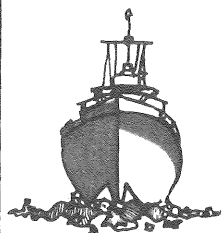
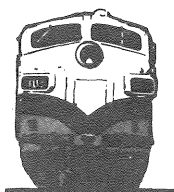


88/08  
PB88-916908



# **NATIONAL TRANSPORTATION SAFETY BOARD**

WASHINGTON, D.C. 20594

## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
US. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 4 OF 1987 ACCIDENTS**

NTSB/AAB-88/08

**UNITED STATES GOVERNMENT**



# TECHNICAL REPORT DOCUMENTATION PAGE

1. Report No. NTSB/AAB-88/08		2. Government Accession No. PB88-916908		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 4				5. Report Date May 27, 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: 0601 through 0800					
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 4

CALENDAR YEAR 1987

## File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
601	5214	061887	NEELYVILLE, MO	GRUMMAN	G-164A	NONE	220
602	1074T	041587	BEN WHEELER, TX	BELL	222	FATAL	314
603	5100Q	042687	FORT WORTH, TX	CESSNA	152	NONE	318
604	6752T	043087	ATHENS, GA	CESSNA	310D	NONE	134
605	6170U	033087	DALTON, GA	BEECH	A36	SERIOUS	132
606	2946Y	032887	MANY, LA	PIPER	PA-32-300	NONE	178
607	666TV	031987	AUSTIN, TX	BELL	206B	NONE	310
608	3790A	070787	BURNET, TX	WAYNE HOOKS	CASSUTT II	SERIOUS	332
609	7500K	062687	CHENNEYVILLE, LA	GRUMMAN	G-164B	NONE	182
610	24258	061287	ARLINGTON, TX	CESSNA	152	NONE	326
611	95610	041587	MIDLAND, TX	CESSNA	182Q	MINOR	312
612	1990N	060887	ANKENY, IA	CESSNA	140	NONE	146
613	4219J	060587	DALTON, NE	CESSNA	188C	NONE	242
614	21711	060387	SIGOURNEY, IA	CESSNA	188-B	NONE	144
615	6561S	051087	MIAMI, MO	CESSNA	150H	NONE	218
616	8599L	041787	KIPP, KS	PIPER	PA-25-235	MINOR	170
617	5553P	030587	KIMBALL, NE	PIPER	PA-24-250	NONE	238
618	2114E	042587	POND CREEK, OK	CESSNA	172N	NONE	268
619	159T	071187	SHEEP MOUNTAIN, AK	PIPER	PA-18	SERIOUS	10
620	2447P	061587	THEODORE RIVER, AK	PIPER	PA-22	NONE	8
621	5645D	060787	KENAI, AK	MAULE	M-6	NONE	6
622	733UP	060787	SALCHA, AK	CESSNA	172N	NONE	4
623	713DM	050687	SPARTANBURG, SC	BEECH	E-55	NONE	292
624	5052C	072687	HAPPY VALLEY, AK	BELLANCA	7GCBC	FATAL	14
625	27039	062187	YAKIMA, WA	PIPER	PA-18-135	NONE	370



## File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
626	59104	061587	MERCED, CA	CESSNA	T210L	NONE	102
627	32RM	062287	BISHOP, CA	NORD	3202	NONE	108
628	1177T	062087	S. LAKE TAHOE, CA	CESSNA	TU206C	SERIOUS	106
629	64484	020487	YUMA, AZ	CESSNA	172N	NONE	84
630	3523X	051787	WAGONTIRE, OR	MOONEY	M20F	NONE	274
631	7732K	051087	SEATTLE, WA	PIPER	PA-20-115	NONE	354
632	503CW	052987	GLENNS FERRY, ID	BEECH	BE18	NONE	148
633	3187D	050987	SLOAN, NV	BELL	206-B	NONE	252
634	29Z	050787	RENTON, WA	RUTAN	VARI-EZE	MINOR	352
635	2219W	061287	MILTON-FREEWATR, OR	BELL	47G-3B-2	MINOR	280
636	1130B	020187	RIVERSIDE, CA	LUSCOMBE	8A	NONE	88
637	738JV	061887	MALIBU, CA	CESSNA	172N	NONE	104
638	6408	052487	SPARTANBURG, SC	HILLER	UH-12D (H2	FATAL	294
639	46884	042187	CLARKSVILLE, TN	BELL	UH-1B	SERIOUS	300
640	68163	052987	TRENTON, KY	CESSNA	152	NONE	176
641	3240Y	042887	GREENVILLE, SC	BEECH	95-B55	NONE	290
642	2387J	062087	MIRAMAR, FL	BEECH	23	FATAL	130
643	218HW	042087	BOWLING GREEN, MO	THORP	T-18	NONE	212
644	2595B	042787	MARSHFIELD, MO	PIPER	PA-38-112	NONE	214
645	3683U	022087	VALLECITO, CA	CESSNA	182G	NONE	92
646	5275V	020887	EL CAJON, CA	CESSNA	T210L	SERIOUS	90
647	58DC	033087	DEMING, NM	PITTS SPECIA	S2C	SERIOUS	248
649	47256	051387	SILETZ, OR	AEROSPATIALE	SA315-D LA	MINOR	272
650	28LM	052087	BELLINGHAM, WA	MEYER	77-1	NONE	356
651	4173F	052987	PROSPECT, OR	CESSNA	172	NONE	276

## File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
652	5832M	053187	ELLENSBURG, WA	AERODYNAMICS	HAWK MKII	NONE	366
653	2222S	060387	DAYTON, WA	CESSNA	T210L	NONE	368
654	9232K	060787	AURORA, OR	PIPER	PA28-151	NONE	278
655	115C	060787	MARICOPA, CA	MOONEY	M-18L	SERIOUS	100
656	320HP	032787	CLAREMORE, OK	DEHAVILLAND	DHC-1B-2S5	SERIOUS	266
657	8024L	050887	BUTLER, AL	PIPER	PA-11	MINOR	70
658	4364X	062787	TUCSON, AZ	PIPER	PA-32R-300	NONE	86
659	2856H	062887	AUBERRY, CA	PIPER	PA-28-161	NONE	116
660	9048Q	080587	EL RENO, OK	BEECH	V35B	MINOR	270
661	2092J	072587	OAK GROVE, LA	CESSNA	T188C	NONE	190
662	3239J	070287	RAYVILLE, LA	CESSNA	T188C	NONE	186
663	6330D	022387	SAND SPRINGS, OK	BELL	47G	NONE	262
664	1082Z	022287	NEW BRAUNFELS, TX	BELL	206B	MINOR	308
665	8865S	031487	OLUSKEE, OK	AIR TRACTOR	301	NONE	264
666	53317	050887	MONROE, NC	MOSS TIMOTHY	QUICKSILVE	SERIOUS	224
667	7287V	061587	LOUISE, TX	AERO COMMAND	CALLAIR B-	NONE	328
668	4581E	031287	BASALT, CO	ROCKWELL COM	680FL	SERIOUS	124
670	2346U	072687	CUSTER, SD	CESSNA	172D	NONE	298
674	3950L	071187	MEMPHIS, TN	GROB	G102-111B	FATAL	304
678	38826	080887	REFUGIO, TX	WILLIAM M. B	TERN	MINOR	340
679	34S	042687	MIDLAND, TX	CESSNA	182	NONE	320
680	78AS	080287	HEMPSTEAD, TX	BLANIK	L-13	NONE	336
681	49384	060787	BROWNWOOD, TX	CESSNA	152	MINOR	324
682	7494J	081787	STEAMBOAT SPRIN, CO	PIPER	PA-28R-180	NONE	126
683	9676F	041187	SCOFFIELD, UT	HUGHES	269C	NONE	348

File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
684	3809P	040387	MORGAN, UT	PIPER	PA-22-150	SERIOUS	346
685	91735	040387	LOS ALAMOS, NM	NORTH AMERIC	NAVION	NONE	250
686	4231E	060487	INVER GROVE HTS, MN	AERONCA	11CC	NONE	208
687	8231D	053087	PLYMOUTH, IN	PIPER	PA-34-200T	NONE	164
688	761ED	050687	GOBLES, MI	CESSNA	A152	MINOR	206
689	49752	050587	FOOTVILLE, WI	CESSNA	152	NONE	376
690	6401H	050287	EVANSVILLE, IN	BEECH	58P	NONE	160
691	23781	043087	KENTLAND, IN	PIPER	PA-38-112	NONE	158
692	51881	042487	TERRE HAUTE, IN	CESSNA	172P	SERIOUS	156
693	5093V	042487	SUPERIOR, WI	CESSNA	172XP	NONE	374
694	4857B	041387	MARINE CITY, MI	CESSNA	152	MINOR	202
695	9796K	052287	HUNTERSVILLE, NC	STINSON	108-2	SERIOUS	226
696	9180F	052787	HAWESVILLE, KY	HUGHES	369HS	MINOR	174
697	6921E	090587	ANCHORAGE, AK	CESSNA	175A	SERIOUS	32
698	8507E	082487	CENTRAL, AK	CHAMPION	7GC	NONE	16
699	4302M	083187	KUSKALANA PASS, AK	PIPER	PA-12	NONE	20
700	2764F	081287	NEW IBERIA, LA	BELL	206L-1	NONE	192
701	42128	090287	KAHLITNA GLAC, AK	PIPER	J3C-65	NONE	26
702	7571M	090187	YELLOW JACKET, AK	CESSNA	175	NONE	22
703	1217L	071987	KENAI, AK	LAKE	LA-4-200	MINOR	12
704	7233K	090287	KWETHLUK, AK	PIPER	PA-18	NONE	24
705	4451M	090387	GLENNALLEN, AK	PIPER	PA-12	NONE	28
706	9775D	082987	HIGH LAKE, AK	PIPER	PA-18	NONE	18
707	97193	051687	LANSING, IL	CESSNA	172P	SERIOUS	152
708	2224N	050987	LEBANON, IN	CESSNA	120	NONE	162

## File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
709	7705Z	071087	HAZEN, AR	PIPER	PA-25-235	SERIOUS	82
710	731YU	052187	LAKE VILLAGE, AR	CESSNA	A188B	FATAL	80
711	2847P	041287	NIXA, MO	LAKE	LA-4-200	FATAL	210
712	7310N	071887	SWIFTOWN, MS	AIR TRACTOR	AT-301	MINOR	222
713	89201	082787	MACCLESFIELD, NC	PIPER	PA-25-235	NONE	234
714	4549Q	031787	WALLA WALLA, WA	CESSNA	402A	NONE	350
715	4628G	071287	CORONA, CA	EIPPER	QUICKSILVE	SERIOUS	122
716	5000Y	081087	EUGENE ISLAND, GM	BELL	206L-1	MINOR	138
717	6287G	080987	MANSFIELD, TX	CESSNA	150K	NONE	342
718	64935	071987	GRAHAM, TX	CESSNA	152	NONE	334
719	1153J	060687	FT. WORTH, TX	ROCKWELL	COMMANDER	NONE	322
720	55889	042887	MINDEN, LA	LAW	OSPREY-2	NONE	180
721	28846	042587	EAGLE LAKE, TX	GRUMMAN	AA-5B	FATAL	316
723	48918	012387	SIMSBURY, CT	CESSNA	152	NONE	128
724	2500F	062787	MONAHANS, TX	CHAMPION	7ECA	FATAL	330
725	6497N	020687	DIBOLL, TX	CESSNA	210N	FATAL	306
726	9193G	020487	DUANESBURG, NY	CESSNA	172N	NONE	256
727	5609J	050787	HARPER, KS	CESSNA	188	SERIOUS	172
728	100UA	082387	VEGA BAJA, PR	GRUMMAN AMER	AA-5	NONE	286
729	8366	042987	TULARE, CA	GRUMMAN	G-164A	NONE	98
730	6895J	081987	BRIDGEPORT, TX	PIPER	PA-28-181	MINOR	344
731	9778	070787	LACASSINE, LA	GRUMMAN	G-164A	NONE	188
732	532X	062887	ST. FRANCISVILLE, LA	AIR COMMAND	532	FATAL	184
733	80116	020187	LAWRENCE, MA	CESSNA	172	NONE	200
734	7653S	020187	ROCKAWAY, NJ	BELLANCA	8GCBC	NONE	246

## File Order Listing - Issue No. 4, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
735	753D	051987	BIRMINGHAM, AL	BEECH	B100	FATAL	72
736	2988V	050987	AVON, OH	BEECH	35	FATAL	260
737	52362	062487	FT. WAYNE, IN	CESSNA	172P	NONE	168
738	94739	062087	WAUKEGAN, IL	CESSNA	152	MINOR	154
739	91927	061287	LAKE VILLAGE, IN	CESSNA	182M	NONE	166
740	4691G	061287	PRAIRIE DUCHIEN, WI	CESSNA	172N	NONE	380
741	1402B	060787	DODGEVILLE, WI	LUSCOMBE	8E	MINOR	378
742	60023	050387	DETROIT, MI	CESSNA	150J	NONE	204
743	4200J	030887	GENOA, IL	PIPER	PA-28-140	MINOR	150
744	908B	070887	HUNTSVILLE, AL	BELL	47D1	NONE	76
745	1511A	060687	KANNAPOLIS, NC	BALLOON WORK	FIREFLY 7	FATAL	232
746	13PH	042587	SUMTER, SC	SPARTAN	7W	NONE	288
747	88987	042187	BAY MINETTE, AL	BELL	204	NONE	68
748	4275F	082587	BAXLEY, GA	CESSNA	172	NONE	136
749	6094Z	083087	MYRTLE BEACH, SC	PIPER	PA-25	MINOR	296
750	38CD	090687	ENTERPRISE, AL	BELL	47G3B1	NONE	78
751	49769	012987	TAUNTON, MA	CESSNA	152	NONE	198
752	10VF	012487	BOYERTOWN, PA	CESSNA	152	MINOR	284
753	5171B	012187	ORANGE, MA	CESSNA	152	NONE	196
754	2430G	011787	RANDOLPH, NH	PIPER	PA-38-112	SERIOUS	244
755	6717G	011687	MONTGOMERY, NY	CESSNA	150	NONE	254
756	5571C	010987	MARSTON MILLS, MA	CESSNA	170A	MINOR	194
757	75JL	062787	WATSONVILLE, CA	RAND	KR-2	MINOR	110
759	6400Z	080587	LUBBOCK, TX	PIPER	PA-25	NONE	338
760	1265A	090787	GOLD KING, AK	PIPER	PA-18	NONE	40

## File Order Listing - Issue No. 4, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
761	4136E	090687	TANANA, AK	PIPER	PA-18	NONE	34
762	8CK	090687	TALKEETNA, AK	CHAMPION	7GCBC	NONE	36
763	93018	090587	WASILLA, AK	CESSNA	185F	NONE	30
764	4471A	092687	BELUGA LAKE, AK	PIPER	PA-18	NONE	62
765	9240A	092087	MELOZITNA RIVER, AK	CESSNA	170A	NONE	60
766	50AA	092087	BELUGA RIVER, AK	INTERSTATE	S-1B2	NONE	58
767	7051	091787	SPARREVOHN, AK	PIPER	PA-18	NONE	56
768	9350D	091687	WINDY RIDGE, AK	PIPER	PA-18A	SERIOUS	54
769	3446	092687	WHITE MOUNTAIN, AK	CHAMPION	AERONCA TL	NONE	64
770	5373H	100187	FAIRBANKS, AK	PIPER	PA-16	NONE	66
771	3410D	091487	SKWENTNA, AK	CESSNA	170B	NONE	44
772	82171	091487	ISLAND LAKE, AK	AERONCA	7AC	MINOR	48
773	5656Y	091487	STONEY RIVER, AK	PIPER	PA-18-150	NONE	50
774	3686T	091487	KUSKATAN RIVER, AK	TAYLORCRAFT	F-19	SERIOUS	46
775	2192R	091187	ANCHORAGE, AK	CESSNA	182	NONE	42
776	8510C	090787	IOWA RIDGE, AK	PIPER	PA-22-135	MINOR	38
777	3666N	091587	VALDEZ, AK	PIPER	PA-12	NONE	52
778	8046K	070887	UNION CITY, TN	GULFSTREAM-S	G164B-600	MINOR	302
779	22553	060187	ANDALUSIA, AL	CESSNA	150H	NONE	74
780	8543A	052387	SPARTA, NC	CONSLDT ARNT	LAKE LA-4-	MINOR	228
781	1696T	052787	ERWIN, NC	PIPER	PA-28-140	NONE	230
782	88177	040787	BERTHOLD, ND	BELLANCA	7GCBC	FATAL	236
783	CFCLL	051787	YAKUTAT, AK	PIPER	PA-18-150	NONE	2
784	5711A	052487	RITZVILLE, WA	CESSNA	172	FATAL	358
784	44726	052487	RITZVILLE, WA	PIPER	PA-28-180	FATAL	360

## File Order Listing - Issue No. 4, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
785	7352X	062387	WHITE CITY, OR	CESSNA	150B	NONE	282
786	3693X	052887	WALLA WALLA, WA	AYERS	S2R	NONE	364
787	3768X	052487	ALDERWOOD MANOR, WA	AERO COMMAND	AC-100	MINOR	362
788	82AT	042587	WILLOUGHBY, OH	CESSNA	500	NONE	258
790	37292	062687	SPOKANE, WA	BEECH	77	FATAL	372
791	67751	042087	MARION, IA	CESSNA	152	FATAL	140
792	4891H	042887	GERALD, MO	ROTORWAY	EXECUTIVE	NONE	216
793	1145Q	042587	VALLEY, NE	PIPER	PA-28-181	FATAL	240
794	44626	042187	OGDEN, IA	PIPER	PA-32-300	FATAL	142
795	9711R	042787	MONTEREY, CA	BEECH	95-55	SERIOUS	96
796	3835G	042287	TEMECULA, CA	CESSNA	TU206B	MINOR	94
797	11HU	062787	MOJAVE, CA	BELL	H-13	NONE	114
798	3811V	070887	CAMERON PARK, CA	CESSNA	150M	NONE	120
799	8273P	070487	HURON, CA	PIPER	PA-28-181	NONE	118
800	5161M	062787	BROWNSVILLE, CA	BEECH	C23	NONE	112





AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 4 OF 1987 ACCIDENTS

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 783      5/17/87      YAKUTAT, AK      A/C Reg. No. CFCLL      Time (Lcl) - 1700 ADT

-----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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - PIPER PA-18-150  
Landing Gear - FLOAT  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HAINES, AK

Destination

YAKUTAT, AK

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 - FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

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

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) - NONE

-----Narrative-----

WHILE TAXIING, AFTER LANDING ON A MURKY RIVER, THE PILOT DID NOT SEE A SAND BAR. THE AIRCRAFT STRUCK THE SAND BAR AND THE AIRCRAFT THEN NOSED OVER INVERTED. THE PLT DID NOT FILE AN ACC RPT AND HELD A CANADIAN PILOT CERTIFICATE.

Brief of Accident (Continued)

File No. - 783

5/17/87

YAKUTAT,AK

A/C Reg. No. CFCLL

Time (Lcl) - 1700 ADT

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. TERRAIN CONDITION - SAND BAR
  3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

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

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

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. - 622      6/07/87      SALCHA, AK      A/C Reg. No. N733UP      Time (Lcl) - 1800 ADT

-----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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

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

Make/Model - CESSNA 172N  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 030  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALCHA, AK  
Destination  
FAIRBANKS, AK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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 - 40  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - C-172N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 162  
Make/Model- 162  
Instrument- 3  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 18  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS INDECISIVE DURING HIS ATTEMPTED TAKEOFF. HE FIRST ELECTED TO ABORT THE EFFORT, THEN CHANGED HIS MIND AND ADDED FULL POWER TO CONTINUE THE TAKE OFF. THE AIRPLANE ROSE A FEW FEET OFF THE RIVER BAR BEFORE STALLING AND CRASHING INTO THE RIVER.

Brief of Accident (Continued)

File No. - 622

6/07/87

SALCHA, AK

A/C Reg. No. N733UP

Time (Lc1) - 1800 ADT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE - PILOT IN COMMAND
3. TERRAIN CONDITION - ROUGH/UNEVEN
4. ABORT - NOT ATTAINED - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. STALL - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

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

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. - 621      6/07/87      KENAI, AK      A/C Reg. No. N5645D      Time (Lcl) - 1547 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 - MAULE M-6  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 235 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- 090/012 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ANCHORAGE, AK

Destination  
KENAI, AK

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

KENAI MUNI  
Runway Ident - 01  
Runway Lth/Wid - 7600/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - M-6

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 382

Make/Model- 227

Instrument- 4

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EFFECTED A GO-AROUND DURING AN APPROACH TO RUNWAY 01 IN GUSTY SURFACE WIND CONDITIONS. DURING THE SECOND APPROACH HE LANDED AND LOST CONTROL AT OR NEAR THE DEMONSTRATED CROSSWIND COMPONENT LIMIT FOR THIS AIRPLANE. THE AIRPLANE GROUND LOOPED AND NOSED OVER.

Brief of Accident (Continued)

File No. - 621

6/07/87

KENAI, AK

A/C Reg. No. N5645D

Time (Lcl) - 1547 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND
  3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  4. GROUND LOOP/SWERVE - NOT CORRECTED - 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

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. - 620	6/15/87	THEODORE RIVER, AK	A/C Reg. No. N2447P	Time (Lcl) - 2130 ADT
----------------	---------	--------------------	---------------------	-----------------------

---

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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 -TAKEOFF			0	0	3

---

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

Make/Model - PIPER PA-22	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 - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 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- 270/002 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 5000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point THEODORE RIVER, AK</p> <p>Destination ANCHORAGE, AK</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 4000/ 18</p> <p>Runway Surface - GRAVEL</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 - 28</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 175</p> <p>Make/Model- 150</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p> <p>Rotorcraft - UNK/NR</p>
---	--	--

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PRIVATE PILOT ELECTED TO ABORT THE TAKEOFF ATTEMPT FROM AN ABANDONED ROADWAY TOO LATE TO STOP IN TIME TO AVOID GOING INTO BRUSH AND SMALL TREES. HE SAID HE DECIDED AGAINST THE TAKEOFF AT ABOUT THE MID-POINT IN THE 4000 FOOT GRAVEL SECTION OF THE ROAD. THE BRAKES CAUSED THE WHEELS TO SLIDE AND HE WAS NOT ABLE TO STOP IN THE REMAINING ONE-QUARTER MILE.

---



Brief of Accident (Continued)

File No. - 620

6/15/87

THEODORE RIVER, AK

A/C Reg. No. N2447P

Time (Lcl) - 2130 ADT

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

Finding(s)

1. ABORTED TAKEOFF - INITIATED - PILOT IN COMMAND
2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
3. ABORT ABOVE V1 - DELAYED - PILOT IN COMMAND
4. BRAKES(NORMAL) - ATTEMPTED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 619      7/11/87      SHEEP MOUNTAIN, AK      A/C Reg. No. N159T      Time (Lcl) - 1945 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
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	ON AIRSTRIP
Method - N/A	MATANUSKA GAL, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	SHEEP MT. LODGE, AK	SHEEP MOUNTAIN
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 200 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 872
SE LAND, ME LAND	Months Since - 8	Make/Model - 38
	Aircraft Type - C-170	Instrument - 51
		Multi-Eng - 23
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 45
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS TWO PASSENGERS TOOK OFF IN A TWO PLACE PIPER PA-18 FROM A GLACIER AFTER DOING REPAIR WORK ON AN AIRCRAFT THAT HAD CRASHED THERE EARLIER. WEATHER CONDITIONS WERE DETERIORATING AS THEY APPROACHED THEIR DESTINATION AIRSTRIP LOCATED IN A NEARBY MOUNTAIN PASS. THE CEILING WAS ESTIMATED AT 200 FEET AGL, AND VISIBILITY AS BETWEEN 1/2 AND 3 MILES. THE PILOT SAID THAT HE FELT INTIMIDATED BY THE LOW CLOUDS AND RISING TERRAIN SURROUNDING THE AIRSTRIP AND THAT HE INADVERTENTLY STALLED THE AIRCRAFT WHILE TURNING FROM DOWNWIND TO BASE LEG.

Brief of Accident (Continued)

File No. - 619

7/11/87

SHEEP MOUNTAIN, AK

A/C Reg. No. N159T

Time (Lcl) - 1945 ADT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND
  3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. ALTITUDE - IMPROPER - PILOT IN COMMAND
  5. JUDGEMENT - POOR - PILOT IN COMMAND
  6. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 703      7/19/87      KENAI, AK      A/C Reg. No. N1217L      Time (Lcl) - 1700 ADT

-----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	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	2	0	0

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO360 SER BEF	ELT Installed/Activated - YES-UNK/NR
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	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	KENAI, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KENAI PENINSULA, AK	SNAG LAKE
Wind Dir/Speed- 315/008 KTS		Runway Ident - N/A
Visibility - 60.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	Type Apch/Lndg - 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 - 3000
SE LAND, SE SEA	Months Since - 2	Make/Model- 28
	Aircraft Type - LA4200	Instrument- 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT-IN-COMMAND OF THE AMPHIBIOUS AIRPLANE APPLIED INADEQUATE TECHNIQUE DURING THE TAKEOFF ATTEMPT AND COMPOUNDED THE PROBLEM BY DELAYING ABORTING THE TAKEOFF. HE CHANGED HIS MIND TWICE BEFORE FLYING/SKIDDING INTO TREES. THE PILOT STATED THAT HE SHOULD HAVE RETRACTED FLAPS BEFORE REDUCING THROTTLE.

Brief of Accident (Continued)

File No. - 703

7/19/87

KENAI, AK

A/C Reg. No. N1217L

Time (Lcl) - 1700 ADT

---

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. ABORT - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 624      7/26/87      HAPPY VALLEY, AK      A/C Reg. No. N5052C      Time (Lcl) - 0100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - BELLANCA 7GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - IMC  
Wind Dir/Speed - CALM  
Visibility - 5.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - OBSCURED  
Obstructions to Vision - FOG  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
KAVIK, AK  
Destination  
FAIRBANKS, AK

ATC/Airspace

Type of Flight Plan - VFR  
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 - 39

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 7GCBC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 418	Last 24 Hrs	- 5
Make/Model	- UNK/NR	Last 30 Days	- 42
Instrument	- 2	Last 90 Days	- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT STRUCK THE MOUNTAIN AT THE 4000 FOOT LEVEL. AT THE TIME OF THE ACCIDENT SEVERAL WITNESSES STATED THAT THE WEATHER WAS IFR, LOW CEILING, GROUND FOG, AND THE PREVAILING VISIBILITY WAS LESS THAN ONE MILE.

Brief of Accident (Continued)

File No. - 624

7/26/87

HAPPY VALLEY, AK

A/C Reg. No. N5052C

Time (Lcl) - 0100 ADT

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  2. WEATHER CONDITION - CLOUDS
  3. WEATHER CONDITION - FOG
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. WEATHER CONDITION - LOW CEILING
  6. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 698      8/24/87      CENTRAL, AK      A/C Reg. No. N8507E      Time (Lcl) - 1330 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

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

Make/Model      - CHAMPION 7GC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1650  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O290D2B

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 140 HP

ELT Installed/Activated      - YES/YES

Stall Warning System      - NO

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

Weather Data

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

Basic Weather      - VMC

Wind Dir/Speed- 175/015 KTS

Visibility      - 60.0 SM

Lowest Sky/Clouds      - 6000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

MANLEY HOT SPRG, AK

Destination

CENTRAL, AK

Airport Proximity

ON AIRPORT

Airport Data

CENTRAL

Runway Ident      - 25

Runway Lth/Wid      - 2700/ 100

Runway Surface      - GRAVEL

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan      - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age      - 34

Biennial Flight Review

Current      - YES

Months Since      - 18

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 175

Make/Model- 115

Instrument- 3

Last 24 Hrs      - 2

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS ATTEMPTING TO LAND IN GUSTY, CROSSWIND CONDITIONS AND LOST CONTROL OF THE AIRPLANE. HE SAID THE ACCIDENT COULD HAVE BEEN AVOIDED BY CHOOSING A DIFFERENT AIRPORT WITH LESS CROSSWIND, OR BY INITIATING A GO-AROUND WHEN HE FIRST EXPERIENCED CONTROL DIFFICULTIES.



Brief of Accident (Continued)

File No. - 698

8/24/87

CENTRAL, AK

A/C Reg. No. N8507E

Time (Lcl) - 1330 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      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) 2,4,5

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. - 706      8/29/87      HIGH LAKE, AK      A/C Reg. No. N9775D      Time (Lcl) - 2000 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	1

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

Fire  
NONE

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

Make/Model - PIPER PA-18  
Landing Gear - FLOAT  
Max Gross Wt - 1760  
No. of Seats - 2

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

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  
Wind Dir/Speed- 350/025 KTS  
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  
BETHEL, 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)  
COMMERCIAL  
SE LAND, SE SEA

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- UNK/NR
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS PASSENGER WERE ON A FISHING/SIGHT-SEEING FLIGHT WHEN THEY ENCOUNTERED WINDS ESTIMATED AT 35 KNOTS BLOWING OVER A MOUNTAIN RIDGE. THE PILOT ATTEMPTED TO FLY OVER THE RIDGE BUT TURNED AWAY AFTER EXPERIENCING A STRONG DOWN DRAFT. A SECOND ATTEMPT WAS MADE AT APPROXIMATELY 200 FEET AGL, BUT THE AIRPLANE DID NOT HAVE SUFFICIENT ALTITUDE TO CLEAR THE RIDGE AFTER ENTERING THE AREA OF THE DOWN DRAFT AND CRASHED ON THE APPROACH TO THE RIDGE.

Brief of Accident (Continued)

File No. - 706

8/29/87

HIGH LAKE, AK

A/C Reg. No. N9775D

Time (Lc1) - 2000 ADT

Occurrence #1 ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 2,4,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 699      8/31/87      KUSKALANA PASS, AK      A/C Reg. No. N4302M      Time (Lcl) - 1300 ADT

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

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

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

Make/Model	- PIPER PA-12	Eng Make/Model	- LYCOMING O-320 SERIES	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	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	GULKANA, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- CALM			Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	ATC/Airspace		Runway Surface	- GRAVEL
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN		
Precipitation	- NONE		FULL STOP		
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 - 1500	Last 24 Hrs - 3
SE LAND	Months Since - 14	Make/Model - 155	Last 30 Days - 100
HELICOPTER	Aircraft Type - PA-12	Instrument - UNK/NR	Last 90 Days - 379
		Multi-Eng - UNK/NR	Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL ON THE TUNDRA HE APPLIED WHEEL BRAKES TOO HARD CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 699

8/31/87

KUSKALANA PASS,AK

A/C Reg. No. N4302M

Time (Lc1) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
3. TERRAIN CONDITION - SOFT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. BRAKES(NORMAL) - EXCESSIVE - 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) 2,4,5

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. - 702      9/01/87      YELLOW JACKET,AK      A/C Reg. No. N7571M      Time (Lcl) - 1130 ADT

-----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  
NONE Pass

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

Make/Model - CESSNA 175  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
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/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 - BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TALKEETMA,AK  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 45  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - 175

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	400	Last 24 Hrs -	1
Make/Model-	20	Last 30 Days-	4	
Instrument-	2	Last 90 Days-	14	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED HE BOUNCED HARD ON THE GRAVEL RUNWAY CAUSING HIM TO LOSE DIRECTIONAL CONTROL AND THE AIRPLANE NOSD OVER ON ITS BACK.

Brief of Accident (Continued)

File No. - 702

9/01/87

YELLOW JACKET, AK

A/C Reg. No. N7571M

Time (Lc1) - 1130 ADT

-----  
Occurrence #1           HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
1. FLARE - IMPROPER - PILOT IN COMMAND  
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND  
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND  
4. GROUND LOOP/SWERVE - UNCONTROLLED - 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) 1,2,3,4

Brief of Accident

File No. - 704	9/02/87	KWETHLUK,AK	A/C Reg. No. N7233K	Time (Lcl) - 1305 ADT
----------------	---------	-------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1760	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 - N/A
Wind Dir/Speed- 150/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Surface - WATER
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 479
SE LAND,SE SEA	Months Since - 1	Make/Model- 479
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 7

---

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PILOT STATED THAT HE WAS FLYING A SEARCH AND RESCUE MISSION FOR A MISSING AIRCRAFT WHEN HE NOTICED THAT HIS AIRSPEED INDICATOR WAS NOT WORKING. HE LANDED ON A LAKE IN GUSTY WIND CONDITIONS TO CORRECT THE PROBLEM. DURING THE ENSUING TAKEOFF ATTEMPT, A GUST OF WIND LIFTED THE LEFT WING AND THE RIGHT WING CONTACTED THE WATER, CAUSING THE AIRPLANE TO NOSE OVER. PILOT STATED HE WOULD NOT HAVE FLOWN IN WIND CONDITIONS EXCEPT THAT THE MISSION WAS TO HELP SEARCH FOR FELLOW PILOT.

---



Brief of Accident (Continued)

File No. - 704

9/02/87

KWETHLUK, AK

A/C Reg. No. N7233K

Time (Lcl) - 1305 ADT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

---

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. SELF-INDUCED PRESSURE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

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) 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. - 701      9/02/87      KAHLITNA GLAC, AK      A/C Reg. No. N42128      Time (Lcl) - 1145 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

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

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

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

Make/Model - PIPER J3C-65  
Landing Gear - FLOAT  
Max Gross Wt - 1220  
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-8-F  
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  
Wind Dir/Speed- CALM  
Visibility - 40.0 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 - WATER  
Runway Status - WATER-CALM

ATC/Airspace

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

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

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

Age - 70  
Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1289	Last 24 Hrs -	2
Make/Model-	1289	Last 30 Days-	10
Instrument-	4	Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED AFTER TOUCHDOWN ON THE LAKE, HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE PLANE TO NOSE OVER ON ITS BACK AND THE AIRCRAFT SANK IN 20 TO 25 FEET OF WATER.

Brief of Accident (Continued)

File No. - 701

9/02/87

KAHLITNA GLAC, AK

A/C Reg. No. N42128

Time (Lcl) - 1145 ADT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. PROPER ALIGNMENT - NOT MAINTAINED - 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) 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. - 705      9/03/87      GLENNALLEN, AK      A/C Reg. No. N4451M      Time (Lcl) - 1200 ADT

-----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
					0

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/YES
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 - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CHISTOCHINA LDG, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GLENNALLEN, AK	Runway Ident - N/A
Wind Dir/Speed- 170/017 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 595	Last 24 Hrs - UNK/NR
SE LAND, SE SEA	Months Since - 28	Make/Model- 167	Last 30 Days- UNK/NR
	Aircraft Type - PA-12	Instrument- 11	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT RELATED THAT HE RAN OUT OF FUEL ENROUTE TO HIS PLANNED REFUELING STOP AND MADE AN EMERGENCY LANDING ON A HIGHWAY, SUBSTANTIALLY DAMAGING THE AIRPLANE. HE SAID THAT THE ENROUTE PORTION OF HIS FLIGHT TOOK MUCH LONGER THAN ANTICIPATED DUE TO STRONG HEADWINDS AND TURBULENCE. THE PILOT DID NOT HAVE A CURRENT MEDICAL CERTIFICATE OR BIENNIAL FLIGHT REVIEW.

Brief of Accident (Continued)

File No. - 705

9/03/87

GLENNALLEN,AK

A/C Reg. No. N4451M

Time (Lc1) - 1200 ADT

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

Finding(s)

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

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

Finding(s)

3. FLUID,FUEL - EXHAUSTION
4. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 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) 3,4,5,6

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. - 763      9/05/87      WASILLA, AK      A/C Reg. No. N93018      Time (Lcl) - 1800 ADT

-----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	- CESSNA 185F	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method	- N/A	FAREWELL, AK	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PRIVATE AIRSTRIP
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 40.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- 2600 -UNK/NR
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - 312	Last 24 Hrs - 1
SE LAND	Months Since - 14	Make/Model - 131	Last 30 Days - 10
	Aircraft Type - 185	Instrument - 3	Last 90 Days - 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT AFTER ROLLOUT ON THE GRASS RUNWAY, HE LOST DIRECTIONAL CONTROL CAUSING THE PLANE TO GROUND LOOP. EXMINATION OF THE TAILWHEEL REVEALED THAT THE TIRE WAS FLAT PRIOR TO THE LANDING.

Brief of Accident (Continued)

File No. - 763

9/05/87

WASILLA, AK

A/C Reg. No. N93018

Time (Lc1) - 1800 ADT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation UNKNOWN

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER  
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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 697	9/05/87	ANCHORAGE, AK	A/C Reg. No. N6921E	Time (Lcl) - 1738 ADT
----------------	---------	---------------	---------------------	-----------------------

---

-----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 -TAKEOFF			0	1	0

---

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

Make/Model - CESSNA 175A	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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 - UNK/NR	ANCHORAGE, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BELVOA LAKE, AK	Runway Ident - N/A
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - NONE	
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)
COMMERCIAL	Current - YES	Total - 847
SE LAND, SE SEA	Months Since - 16	Make/Model - 22
	Aircraft Type - C-175	Instrument - 65
		Last 24 Hrs - 1
		Last 30 Days - 15
		Last 90 Days - 30

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE ACFT CONTACTED A ROW OF TREES AND CRASHED IN A RESIDENTIAL AREA SHORTLY AFTER TAKEOFF. THE PILOT REPORTED, THAT A DOWNDRAFT WAS ENCOUNTERED AFTER ESTABLISHING A POSITIVE RATE OF CLIMB ON TAKEOFF. AIRSPEED DECREASED WHEN THE DOWNDRAFT WAS ENCOUNTERED AND THE PILOT CONTINUED FLYING THE ACFT JUST ABOVE STALL SPEED. THE AIRCRAFT CLEARED AN INITIAL GROUP OF TREES AFTER WHICH IT CONTACTED THE TOPS OF TWO PINE TREES WHICH WERE APRX 78 FT TALL. THE ACFT THEN STALLED AND DESCENDED TO IMPACT WITH THE TERRAIN.

---



Brief of Accident (Continued)

File No. - 697

9/05/87

ANCHORAGE, AK

A/C Reg. No. N6921E

Time (Lcl) - 1738 ADT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 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. - 761      9/06/87      TANANA, AK      A/C Reg. No. N4136E      Time (Lcl) - 1430 ADT

-----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	-LANDING	Pass 0	0	0	1

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

Fire NONE  
Crew 0  
Pass 0

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

Make/Model - PIPER PA-18  
Landing Gear - FLOAT  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-42B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
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- CALM  
Visibility - 100.0 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

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 - FORCED LANDING

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

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

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 4061  
Last 24 Hrs - 2  
Make/Model- 4061  
Last 30 Days- 2  
Instrument- UNK/NR  
Last 90 Days- 2  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE /

-----Narrative-----

THE PILOT STATED THAT HE JUST LIFTED OFF THE LAKE WHEN THE ENGINE QUIT. THE AIRCRAFT STALLED AND CRASHED INTO THE LAKE. THE PILOT STATED THAT HE JUST RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 761

9/06/87

TANANA, AK

A/C Reg. No. N4136E

Time (Lcl) - 1430 ADT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
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. - 762      9/06/87      TALKEETNA, AK      A/C Reg. No. N8CK      Time (Lcl) - 1430 ADT

-----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 - TAKEOFF

Fire NONE  
Crew Pass

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

Make/Model - CHAMPION 7GCBC  
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 - 150 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  
Wind Dir/Speed- CALM  
Visibility - 5.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 4000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - DRIZZLE  
Condition of Light - DAYLIGHT

Itinerary

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

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  
SNOW - DRY

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

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

Age - 38  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	-	826	Last 24 Hrs -	4
Make/Model-	698	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	29	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKE OFF FROM AN UNIMPROVED SITE WHILE THE INSIDE OF THE AIRPLANE'S WINDOWS WERE PARTIALLY OBSCURED WITH CONDENSATION. THE AIRPLANE STRUCK A ROCK WITH ITS MAIN GEAR DURING THE TAKE OFF ROLL AND BECAME PREMATURELY AIRBORNE. THE PILOT SUBSEQUENTLY WAS UNABLE TO GAIN SUFFICIENT FLYING SPEED AND CRASHED.

Brief of Accident (Continued)

File No. - 762

9/06/87

TALKEETNA, AK

A/C Reg. No. N8CK

Time (Lc1) - 1430 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

5. LIFT-OFF - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 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. - 776      9/07/87      IOWA RIDGE, AK      A/C Reg. No. N8510C      Time (Lcl) - 0400 ADT

-----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 -TAKEOFF			0	0	0

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

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290 DZ	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	IOWA RIDGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DELTA JUNCTION, AK	Runway Ident - N/A
Wind Dir/Speed- 180/070 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 39	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 216
SE LAND	Months Since - 8	Make/Model- 11
	Aircraft Type - PA-20	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS AWAKENED IN THE NIGHT AT HIS HUNTING CAMP BY STRONG WINDS ESTIMATED AT 70 - 80 MPH. HIS AIRPLANE CAME LOOSE AT ITS TIE-DOWN AND HE ELECTED TO TRY AND FLY IT TO A SAFER LOCATION. SHORTLY AFTER TAKE OFF HE LOST CONTROL OF THE AIRPLANE AND CRASHED. HE ESTIMATED THE TURBULENCE LEVEL AS "EXTREME".

Brief of Accident (Continued)

File No. - 776

9/07/87

IOWA RIDGE, AK

A/C Reg. No. N8510C

Time (Lcl) - 0400 ADT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. WEATHER CONDITION - HIGH WIND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - 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. - 760      9/07/87      GOLD KING, AK      A/C Reg. No. N1265A      Time (Lcl) - 1000 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 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 - PIPER PA-18  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 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  
Wind Dir/Speed- 230/010 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  
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

PRIVATE STRIP  
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 - 44  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 700	Last 24 Hrs - 3
Make/Model- 700	Last 30 Days- 15
Instrument- UNK/NR	Last 90 Days- 50
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKE OFF ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE STRIP INTO A ROW OF TREES.



Brief of Accident (Continued)

File No. - 760

9/07/87

GOLD KING, AK

A/C Reg. No. N1265A

Time (Lcl) - 1000 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 775	9/11/87	ANCHORAGE, AK	A/C Reg. No. N2192R	Time (Lcl) - 1900 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	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During - LANDING					

---

----Aircraft Information----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
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 - 235 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 - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 6000 FT OVERCAST</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 - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 700</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - SOFT</p>
--	--	---

---

----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 700</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 45</td> <td>Last 30 Days- 10</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 45</td> </tr> </table>	Total - 700	Last 24 Hrs - 1	Make/Model- 45	Last 30 Days- 10	Instrument- 2	Last 90 Days- 45
Total - 700	Last 24 Hrs - 1							
Make/Model- 45	Last 30 Days- 10							
Instrument- 2	Last 90 Days- 45							

Instrument Rating(s) - NONE

---

----Narrative----

THE PILOT STATED THAT AFTER TOUCHDOWN ON THE GRAVEL BAR HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER ON ITS BACK. HE ALSO INDICATED THAT THE STRIP WAS SOFT AND THE NOSE WHEEL DUG IN AFTER TOUCHDOWN.

---

Brief of Accident (Continued)

File No. - 775

9/11/87

ANCHORAGE, AK

A/C Reg. No. N2192R

Time (Lcl) - 1900 ADT

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

Finding(s)

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

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
5. LANDING GEAR, NOSE GEAR - SEPARATION

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

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

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. - 771	9/14/87	SKWENTNA, AK	A/C Reg. No. N3410D	Time (Lcl) - 2000 ADT
----------------	---------	--------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	WILLOW, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 35.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1100 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - SOFT
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)	
PRIVATE	Current - YES	Total - 360	Last 24 Hrs - 2
SE LAND	Months Since - 13	Make/Model- 360	Last 30 Days- 10
	Aircraft Type - C-170	Instrument- 2	Last 90 Days- 26

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKE OFF ROLL HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO NOSE OVER. HE ALSO INDICATED THAT THE PRIVATE STRIP WAS NEW AND THAT THE DIRT RWY WAS WET AND SOFT.

---

Brief of Accident (Continued)

File No. - 771

9/14/87

SKWENTNA, AK

A/C Reg. No. N3410D

Time (Lcl) - 2000 ADT

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

Finding(s)

1. TERRAIN CONDITION - SOFT
  2. TERRAIN CONDITION - WET
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        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) 3

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. - 774	9/14/87	KUSKATAN RIVER, AK	A/C Reg. No. N3686T	Time (Lcl) - 1100 ADT
-----Basic Information-----				
Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	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 1 0
Accident Occurred During	-DESCENT			
-----Aircraft Information-----				
Make/Model	- TAYLORCRAFT F-19	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System - NO
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	- 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		
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - N/A	
Visibility	- 50.0 SM	Type of Flight Plan	Runway Lth/Wid - N/A	
Lowest Sky/Clouds	- CLEAR	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 - UNK/NR	Medical Certificate	- NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
NONE	Current - N/A	Total - UNK/NR	Last 24 Hrs - UNK/NR	
	Months Since - N/A	Make/Model - UNK/NR	Last 30 Days - UNK/NR	
	Aircraft Type - N/A	Instrument - UNK/NR	Last 90 Days - UNK/NR	
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR	
Instrument Rating(s) - NONE				
-----Narrative-----				
THE PILOT STATED THAT HE WAS MANEUVERING THE AIRCRAFT AT APPROXIMATELY 400 FEET MSL WHEN HE STALLED THE AIRCRAFT AND SPUN DOWN UNTIL STRIKING THE TREES. AT THE TIME OF THE ACCIDENT THE PILOT DID NOT HOLD A VALID FAA PILOT OR MEDICAL CERTIFICATE. HE ALSO DID NOT ESTIMATE OR LIST FLT TIME. THE PILOT DID NOT SUBMIT AN ACCIDENT RPT.				

Brief of Accident (Continued)

File No. - 774

9/14/87

KUSKATAN RIVER, AK

A/C Reg. No. N3686T

Time (Lc1) - 1100 ADT

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

Finding(s)

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

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
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. - 772      9/14/87      ISLAND LAKE, AK      A/C Reg. No. N82171      Time (Lcl) - 1130 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - AERONCA 7AC  
Landing Gear - FLOAT  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 115 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  
Wind Dir/Speed- CALM  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
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

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)  
PRIVATE  
SE LAND

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 47  
Aircraft Type - 7AL

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - 1500	Last 24 Hrs - 1
Make/Model- 141	Last 30 Days- 10
Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMBOUT THE AIRCRAFT LOST POWER, STALLED, AND CRASHED INTO A ROW OF TREES NEAR THE LAKE. THE PILOT ALSO STATED IT WAS FUEL CONTAMINATION WHICH CAUSED A PARTIAL POWER LOSS.



Brief of Accident (Continued)

File No. - 772

9/14/87

ISLAND LAKE, AK

A/C Reg. No. N82171

Time (Lcl) - 1130 ADT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 773      9/14/87      STONEY RIVER, AK      A/C Reg. No. N5656Y      Time (Lcl) - 1400 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320 SERIES	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 - VMC	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 - 9000 FT OVERCAST	Type Apch/Lndg - NONE	
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 - 1500
SE LAND	Months Since - 17	Last 24 Hrs - 3
	Aircraft Type - PA-18	Make/Model- 1460
		Last 30 Days- 10
		Instrument- 11
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE INITIAL CLIMBOUT HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT; STALLED AND CRASHED ON THE GRAVEL BAR. PLT DID NOT SUBMIT AN ACC REPORT.

Brief of Accident (Continued)

File No. - 773

9/14/87

STONEY RIVER, AK

A/C Reg. No. N5656Y

Time (Lcl) - 1400 ADT

---

Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

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

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 777      9/15/87      VALDEZ, AK      A/C Reg. No. N3666N      Time (Lcl) - 1700 ADT

-----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      0  
Pass      0

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

Make/Model      - PIPER PA-12  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1750  
No. of Seats      - 2

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

Visibility      - 20.0      SM

Lowest Sky/Clouds      - 5000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

VALDEZ, AK

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

OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A

Runway Lth/Wid      - N/A

Runway Surface      - DIRT

Runway Status      - ROUGH  
HOLES

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 1488

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 347

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS LANDING AT AN UNIMPROVED, OFF AIRPORT SITE WHEN THE MAIN GEAR HIT A HOLE DURING THE LANDING ROLL AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 777

9/15/87

VALDEZ, AK

A/C Reg. No. N3666N

Time (Lcl) - 1700 ADT

---

Occurrence #1 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

----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. - 768      9/16/87      WINDY RIDGE, AK      A/C Reg. No. N9350D      Time (Lcl) - 0700 ADT

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

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

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

Make/Model - PIPER PA-18A	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/YES
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 - VMC	SAME AS ACC/INC	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1707
SE LAND, SE SEA	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - PA-18	Make/Model- 1707
		Last 30 Days- 20
		Instrument- 12
		Last 90 Days- 49

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE HAD JUST LIFTED OFF FROM THE GRAVEL BAR HEN HE STALLED THE AIRCRAFT AND CRASHED.

Brief of Accident (Continued)

File No. - 768

9/16/87

WINDY RIDGE, AK

A/C Reg. No. N9350D

Time (Lcl) - 0700 ADT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 767      9/17/87      SPARREVOHN,AK      A/C Reg. No. N7051      Time (Lcl) - 1500 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PUBLIC USE  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire                          NONE

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

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

Make/Model    - PIPER PA-18  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 1750  
No. of Seats    - 2

Eng Make/Model - LYCOMING O-320 SERIES  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 160 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  
Wind Dir/Speed- 020/010 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  
SAME AS ACC/INC  
Destination  
MC GRATH,AK

ATC/Airspace

Type of Flight Plan - VFR  
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,SE SEA

Age - 40  
Biennial Flight Review  
Current            - YES  
Months Since      - 4  
Aircraft Type      - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1660
Make/Model-	936
Instrument-	0
Multi-Eng -	20
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	200

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE AIRPLANE WAS AN ALASKA STATE TROOPER PERFORMING HIS OFFICIAL DUTIES AND WAS FLYING AN AIRPLANE OWNED AND OPERATED BY THE STATE OF ALASKA. HE HAD LANDED ON A REMOTE RIDGE TOP TO RECOVER ESSENTIAL ITEMS OF EVIDENCE FOR A PENDING CASE. UPON DEPARTURE FROM THE RIDGE, ROUGH TERRAIN PREMATURELY BOUNCED THE AIRPLANE INTO THE AIR AND THE PILOT WAS UNABLE TO GAIN SUFFICIENT AIRSPEED TO REMAIN AIRBORNE OR CLIMB. THE AIRPLANE STRUCK A SMALL TREE AND NOSED OVER.



Brief of Accident (Continued)

File No. - 767

9/17/87

SPARREVOHN, AK

A/C Reg. No. N7051

Time (Lc1) - 1500 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
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. - 766	9/20/87	BELUGA RIVER, AK	A/C Reg. No. N50AA	Time (Lcl) - 1200 ADT
----------------	---------	------------------	--------------------	-----------------------

---

----Basic Information----

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

---

----Aircraft Information----

Make/Model - INTERSTATE S-1B2	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 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 - 60.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</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 - NONE</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 - WATER</p> <p>Runway Status - WATER-CALM</p>
---	--	--

---

----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 28</p> <p>Aircraft Type - S1B2</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 30</p> <p>Rotorcraft - UNK/NR</p>
---	---	---

Instrument Rating(s) - NONE

---

----Narrative----

THE PILOT LANDED ON A SMALL LAKE, DECIDED IT WAS TOO SMALL AND ATTEMPTED TO TAKE OFF. HE WAS UNABLE TO ATTAIN LIFT OFF SPEED PRIOR TO STRIKING THE OPPOSITE BANK WITH HIS FLOATS AND SUBSEQUENTLY DAMAGEING THE AIRPLANE.

---

Brief of Accident (Continued)

File No. - 766

9/20/87

BELUGA RIVER, AK

A/C Reg. No. N50AA

Time (Lc1) - 1200 ADT

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

Finding(s)

1. TERRAIN CONDITION - RISING
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. GO-AROUND - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 765      9/20/87      MELOZITNA RIVER, AK      A/C Reg. No. N9240A      Time (Lc1) - 1700 ADT

-----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 -TAKEOFF			0	0	0	1

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL 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-----

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	FAIRBANKS, AK	SANDBAR
Wind Dir/Speed- 180/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1700
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
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 - UNK/NR	Total - 350
SE LAND	Months Since - UNK/NR	Make/Model- 350
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF FROM A RIVER SANDBAR CLOSE TO THE WATER'S EDGE. DURING THE TAKE OFF ROLL, ONE MAIN LANDING GEAR TIRE ENTERED THE WATER AND PULLED THE AIRPLANE INTO THE WATER. THE AIRPLANE SUBSEQUENTLY NOSED OVER AND INCURRED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 765

9/20/87

MELOZITNA RIVER, AK

A/C Reg. No. N9240A

Time (Lcl) - 1700 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - SAND BAR
3. TERRAIN CONDITION - WATER

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

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. - 764      9/26/87      BELUGA LAKE, AK      A/C Reg. No. N4471A      Time (Lcl) - 0800 ADT

-----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	-MANEUVERING			0	0	0	1

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

Make/Model	- PIPER PA-18	Eng Make/Model	- LYCOMING O-320 SERIES	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-----

<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- 310/010 KTS</p> <p>Visibility - 100.0 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 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 - NONE</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-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 10</p> <p>Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 500</p> <p>Make/Model- 310</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 15</p> <p>Last 90 Days- 30</p>
---	--	---

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS MANEUVERING 20 FEET ABOVE THE TREE TOPS WHEN A GUST OF WIND MADE HIM LOSE DIRECTIONAL CONTROL OF THE AIRCRAFT, CAUSING THE AIRCRAFT TO STRIKE THE TREES AND HILLSIDE.

Brief of Accident (Continued)

File No. - 764

9/26/87

BELUGA LAKE, AK

A/C Reg. No. N4471A

Time (Lcl) - 0800 ADT

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

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS

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

Finding(s)

4. ALTITUDE - 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) 2,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 769      9/26/87      WHITE MOUNTAIN, AK      A/C Reg. No. N3446      Time (Lcl) - 1100 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	1

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

Make/Model	- CHAMPION AERONCA TL	Eng Make/Model	- CONTINENTAL A-75	ELT Installed/Activated	- YES/NO
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	- 75 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 - 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 - DAWN</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</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 - TRAFFIC PATTERN</p> <p>FULL STOP</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - TL</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0"> <tr> <td>Total - 524</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 19</td> <td>Last 30 Days- 25</td> </tr> <tr> <td>Instrument- 101</td> <td>Last 90 Days- 69</td> </tr> </table>	Total - 524	Last 24 Hrs - 1	Make/Model- 19	Last 30 Days- 25	Instrument- 101	Last 90 Days- 69
Total - 524	Last 24 Hrs - 1							
Make/Model- 19	Last 30 Days- 25							
Instrument- 101	Last 90 Days- 69							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED UPON TOUCHDOWN THE AIRPLANE BOUNCED AND GROUNDLOOPED. THE ACFT HAD BEEN LANDED ON A GRAVEL BAR AND THE LANDING AREA WAS LOOSE GRAVEL AND ROCKS. NO MALFUNCTIONS OF THE ACFT WERE REPORTED. THE PLT STATED THAT HE THOUGHT THAT THE BOUNCED LANDING RESULTED FROM THE LARGER ROCKS.



Brief of Accident (Continued)

File No. - 769

9/26/87

WHITE MOUNTAIN, AK

A/C Reg. No. N3446

Time (Lcl) - 1100 ADT

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

Finding(s)

1. FLARE - NOT ATTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - NOT IDENTIFIED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
  4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
  5. TERRAIN CONDITION - SOFT
- 

Occurrence #2           ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. RECOVERY FROM BOUNCED LANDING - 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

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. - 770	10/01/87	FAIRBANKS, AK	A/C Reg. No. N5373H	Time (Lcl) - 1100 ADT
----------------	----------	---------------	---------------------	-----------------------

---

-----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 - TAKEOFF			0	0	0
					1
					0

---

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

Make/Model - PIPER PA-16	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 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	
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - 19R
Visibility - 80.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10300/ 150
Lowest Sky/Clouds - 1000 FT SCATTERED	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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-16	Make/Model- 50
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- 1

---

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PLT STATED THAT DURING TKOF ROLL HE LOST DIRECTIONAL CTL OF THE ACFT WHICH CAUSED IT TO EXIT THE RWY. IT THEN STRUCK A RWY LIGHT AND NOSED OVER.

---

Brief of Accident (Continued)

File No. - 770

10/01/87

FAIRBANKS, AK

A/C Reg. No. N5373H

Time (Lcl) - 1100 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 747	4/21/87	BAY MINETTE,AL	A/C Reg. No. N88987	Time (Lcl) - 0930 CDT
----------------	---------	----------------	---------------------	-----------------------

---

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries		
	DESTROYED	Fatal	Serious	Minor
Type of Operation -OTHER WORK USE	Fire	Crew 0	0	0
Flight Conducted Under -14 CFR 133	NONE	Pass 0	0	0
Accident Occurred During -LANDING				1

---

----Aircraft Information----

Make/Model - BELL 204	Eng Make/Model - LYCOMING T-53-L-11	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 7500	Engine Type - TURBOSHAFT	
No. of Seats - 2	Rated Power - 1100 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 - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
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)
COMMERCIAL	Current - NO	Total - 13000
SE LAND	Months Since - 4	Make/Model- 3500
HELICOPTER	Aircraft Type - 204	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 270
		Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

---

----Narrative----

DURING A LOGGING OPERATION, THE HELICOPTER EXPERIENCED A COMPLETE ENGINE FAILURE SHORTLY AFTER ATTEMPTING A PICKUP. THE PILOT ENTERED AN AUTOROTATIVE GLIDE. THE HELICOPTER IMPACTED THE WATER AND SANK. THE WRECKAGE EXAMINATION DISCLOSED THAT THE COMPRESSOR TURBINE HAD SHIFTED FROM ITS NORMALLY INSTALLED POSITION WHICH CAUSED THE POWER FAILURE. THE ENGINE HAD ABOUT 980 HOURS SINCE IT'S LAST OVERHAUL.

---

Brief of Accident (Continued)

File No. - 747

4/21/87

BAY MINETTE, AL

A/C Reg. No. N88987

Time (Lc1) - 0930 CDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY - FAILURE, TOTAL

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

Finding(s)

2. AUTOROTATION - INITIATED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - WET

-----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. - 657	5/08/87	BUTLER,AL	A/C Reg. No. N8024L	Time (Lcl) - 1545 CDT
----------------	---------	-----------	---------------------	-----------------------

---

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

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

---

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

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - YES/YES
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 - 85 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	CHOCTAW CO.
Wind Dir/Speed- 060/008 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4085/ 80
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 39
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 25
		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 REPORTED THAT A GUST OF WIND "CAUGHT" THE AIRPLANE'S LEFT WING SHORTLY AFTER TAKEOFF AT ABOUT 100 FT AGL; HE SUBSEQUENTLY "LOST CONTROL" AND THE AIRPLANE "WENT DOWN".

---

Brief of Accident (Continued)

File No. - 657

5/08/87

BUTLER,AL

A/C Reg. No. N8024L

Time (Lcl) - 1545 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. AIRCRAFT HANDLING - 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) 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. - 735      5/19/87      BIRMINGHAM,AL      A/C Reg. No. N753D      Time (Lcl) - 0625 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -JETCO, INC.	MINOR	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	0
Accident Occurred During -STANDING		Other 1	0	0	0

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

Make/Model - BEECH B100	Eng Make/Model - AIRESEARCH TPE331-6-252B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 11	Rated Power - 715 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	UNK/NR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - IMC	MOBILE,AL	BIRMINGHAM MUNICIPAL
Wind Dir/Speed- 150/004 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 15669
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - C-500	Make/Model- 227
		Instrument- 2154
		Last 30 Days- UNK/NR
		Last 90 Days- 163
		Multi-Eng - 12844

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LINEMAN WALKED INTO THE PROP ARC OF THE OPERATING RT ENGINE AND WAS FATALLY INJURED AFTER DISCONNECTING A GROUND POWER UNIT (GPU) CABLE FROM THE RT ENGINE NACELLE. THE LINEMAN INITIALLY APPROACHED THE NACELLE FROM THE REAR, BUT WALKED FORWARD INTO THE PROP ARC AFTER DISCONNECT. THE FBO'S REPORTED NORMAL PROCEDURE FOR GPU DISCONNECT OPS ON THIS ACFT DIRECTED PERSONNEL TO APPROACH AND DEPART THE NACELLE AREA FROM THE REAR. THE PLT REPORTED THAT THE LINEMAN HAD PERFORMED GPU DISCONNECT PROCEDURES ON THIS ACFT WITHOUT ANY PROBLEM ON SEVERAL PREVIOUS OCCASIONS. TOXICOLOGICAL ANALYSIS WAS PERFORMED ON BLOOD AND URINE SAMPLES FROM THE LINEMAN: A LEVEL OF GREATER THAN 50 NG/ML CARBOXY THC WAS REPORTED TO EXIST IN THE URINE SAMPLE. THE REPORT NOTED THAT LEVELS OF GREATER THAN 50 NG/ML CARBOXY THC ARE "TYPICALLY ASSOCIATED WITH VERY RECENT USE" (OF MARIJUANA). ADDITIONALLY, COCAINE AND MARIJUANA METABOLITES WERE DETECTED IN THE LINEMAN'S BLOOD SAMPLE.



Brief of Accident (Continued)

File No. - 735

5/19/87

BIRMINGHAM,AL

A/C Reg. No. N753D

Time (Lc1) - 0625 CDT

-----  
Occurrence #1        PROPELLER/ROTOR CONTACT  
Phase of Operation    STANDING - ENGINE(S) OPERATING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - GROUND PERSONNEL
2.    PHYSICAL IMPAIRMENT(DRUGS) - GROUND PERSONNEL
3.    IMPROPER USE OF PROCEDURE,INATTENTIVE - GROUND PERSONNEL

-----  
----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. - 779      6/01/87      ANDALUSIA,AL      A/C Reg. No. N22553      Time (Lcl) - 1720 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 -LANDING			0	0	0
					None
					2
					0

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

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200 A	ELT Installed/Activated - YES/YES
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANDALUSIAOPP
Wind Dir/Speed- CALM		Runway Ident - 29
Visibility - 10.0 SM	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - SOFT
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	TOUCH AND GO	
Condition of Light - DAYLIGHT	FORCED LANDING	

-----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,CFI	Current - YES	Total - 1031
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
	Aircraft Type - PA32260	Make/Model- 590
		Last 30 Days- UNK/NR
		Instrument- 144
		Last 90 Days- 16
		Multi-Eng - 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS GIVING INSTRUCTION TO A BEGINNING STUDENT. DURING PREFLIGHT HE NOTED THAT THE LT TANK FUEL GAUGE INDICATED "FULL" WHILE THE RT TANK GAUGE INIDATED "1/2 FULL ". AFTER ABOUT 40 MINUTES OF FLYING THE ENGINE BEGAN TO RUN ROUGH, DURING CLIMBOUT AFTER A PRACTICE T&G LDG. THE CFI LANDED THE ACFT, LEFT THE ENGINE RUNNING WITH THE STUDENT HOLDING THE BRAKES, AND VISUALLY INSPECTED THE FUEL SUPPLY; HE OBSERVED A FUEL LEVEL ABOUT "THREE INCHES IN DEPTH" IN BOTH TANKS. AFTER A RUN-UP, ANOTHER TAKEOFF WAS MADE. AT ABOUT 350 FT AGL, THE ENGINE BEGAN TO RUN ROUGH AND LOST POWER ALTOGETHER. A LDG WAS SUBSEQUENTLY MADE STRAIGHT AHEAD INTO A FRESHLY-PLOWED FIELD WHERE THE ACFT NOSED OVER INVERTED. SUBSEQUENT CALCULATIONS INDICATED THAT ABOUT 3 GALLONS OF FUEL REMAINED ON BOARD AT THE TIME OF THE LAST TAKEOFF, ACCORDING TO THE CFI. TYPE CERTIFICATE DATA FOR THE 150H INDICATES THAT 3.5 GALS OF THE ACFT TOTAL FUEL CAPCITY IS UNUSABLE.

Brief of Accident (Continued)

File No. - 779

6/01/87

ANDALUSIA,AL

A/C Reg. No. N22553

Time (Lcl) - 1720 CDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI)
4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
5. REFUELING - NOT OBTAINED - PILOT IN COMMAND(CFI)

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 744      7/08/87      HUNTSVILLE,AL      A/C Reg. No. N908B      Time (Lc1) - 1230 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -MANEUVERING

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

Crew      0  
Pass      0

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

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

Make/Model      - BELL 47D1  
Landing Gear      - SKID  
Max Gross Wt      - 2450  
No. of Seats      - 1

Eng Make/Model      - LYCOMING VO-435  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 265 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- 240/005 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      - 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)  
COMMERCIAL

HELICOPTER

Age - 38

Biennial Flight Review

Current      - YES

Months Since      - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 6550

Make/Model- 700

Instrument- 1000

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 300

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE AERIAL APPLICATION FLIGHT WAS DISPENSING INSECTICIDES ON A COTTON FIELD. WHILE MANEUVERING TO AVOID POWERLINES DURING THE PROCEDURE TURNAROUND FOLLOWING AN UPWIND SWATH RUN, THE PILOT FAILED TO MAINTAIN SUFFICIENT AIRSPEED TO ENSURE EFFECTIVE TRANSLATIONAL LIFT AND THE HELICOPTER BEGAN TO SETTLE. THE PILOT FAILED TO APPLY ADDITIONAL POWER IN TIME TO PREVENT THE HELICOPTER FROM SETTLING INTO THE TERRAIN WHERE IT NOSED OVER WHEN THE ROTOR BLADES STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 744

7/08/87

HUNTSVILLE,AL

A/C Reg. No. N908B

Time (Lc1) - 1230 CDT

---

Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. REMEDIAL ACTION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 750      9/06/87      ENTERPRISE,AL      A/C Reg. No. N38CD      Time (Lcl) - 1840 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 -LANDING			0	0	0
			0	0	2
			0	0	0

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

Make/Model - BELL 47G3B1	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	OZARK,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OZARK,AL	ENTERPRISE AIRPORT
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 6700
ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 65
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 200

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING A PRACTICE AUTOROTATION, THE INSTRUCTOR PILOT DELAYED IN APPLYING POWER TO ARREST THE AUTOROTATIVE DESCENT. THE OTHER PILOT REPORTED THAT THE AUTOROTATION PROFILE WAS NOT THE SAME AS THE PREVIOUS SUCCESSFUL AUTOROTATION. THERE WERE NO REPORTED AIRCRAFT PROBLEMS WHICH WOULD HAVE PREVENTED THE FLIGHT CREW FROM A POWER RECOVERY. BOTH PILOTS WERE QUALIFIED CURRENT FLIGHT INSTRUCTORS.

Brief of Accident (Continued)

File No. - 750

9/06/87

ENTERPRISE,AL

A/C Reg. No. N38CD

Time (Lc1) - 1840 CDT

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

Finding(s)

1. AUTOROTATION - ATTEMPTED - DUAL STUDENT
2. ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
3. THROTTLE/POWER CONTROL - DELAYED - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5.      FATIGUE(FLIGHT AND GROUND SCHEDULE) - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 710      5/21/87      LAKE VILLAGE, AR      A/C Reg. No. N731YU      Time (Lcl) - 1115 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
Type of Operation	-AERIAL APPLICATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire		1	0	0	0
Accident Occurred During	-MANEUVERING	ON GROUND		0	0	0	0
		Crew					
		Pass					

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

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO520D-32	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4200	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	LAKE VILLAGE, AR		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- CALM		Runway Ident	- N/A
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 19	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 437	Last 24 Hrs - 4
SE LAND	Months Since - 4	Make/Model- 150	Last 30 Days- 60
	Aircraft Type - PA-34	Instrument- 10	Last 90 Days- 160

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING SEVERAL SPARY SWATHS, THE PILOT BEGAN ANOTHER TURN FOR ANOTHER SPRAY SWATH. A WITNESS STATED THAT DURING THIS RIGHT TURN, THE AIRCRAFT INITIATED A LEFT DESCENDING TURN AND CRASHED INTO NEARBY TREES AND THEN BURNED. EXAMINATION FOUND NO MECHANICAL PROBLEMS WITH EITHER AIRFRAME OR POWER PLANT. PHYSICAL EVIDENCE AT THE SCENE INDICATED THAT THE PROPELLER WAS TURNING AT A LOW RPM.



Brief of Accident (Continued)

File No. - 710

5/21/87

LAKE VILLAGE, AR

A/C Reg. No. N731YU

Time (Lcl) - 1115 CDT

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

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

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

Finding(s)  
2. STALL - INADVERTENT - PILOT IN COMMAND  
3. OBJECT - TREE(S)  
-----

----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. - 709      7/10/87      HAZEN, AR      A/C Reg. No. N7705Z      Time (Lcl) - 1945 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	1	0	0
Accident Occurred During -DESCENT			0	0	0	0

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	HAZEN, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAZEN, AR	Runway Ident - N/A
Wind Dir/Speed- 005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 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 - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 367	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 8	Make/Model- 6	Last 30 Days- UNK/NR
	Aircraft Type - 150	Instrument- 3	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED TO A WITNESS THAT AFTER COMING OUT OF HIS 2ND PASS, IN THE LAST 1/3 OF HIS PROCEDURAL TURN, THE PLANE STALLED AND THE RIGHT WING STRUCK A TELEPHONE WIRE WHICH CAUSED IT TO SWING ONTO A GRAVEL ROAD. IT HIT LEFT WING/NOSE DOWN, BOUNCED, AND THEN FLIPPED ON ITS BACK.

Brief of Accident (Continued)

File No. - 709

7/10/87

HAZEN, AR

A/C Reg. No. N7705Z

Time (Lc1) - 1945 CST

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

Finding(s)  
1. STALL - INADVERTENT - PILOT IN COMMAND  
-----

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

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

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)  
3. TERRAIN CONDITION - ROADWAY/HIGHWAY  
-----

----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. - 629      2/04/87      YUMA,AZ      A/C Reg. No. N64484      Time (Lcl) - 1420 MST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
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 - IN PERSON	YUMA,AZ	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	GLENDAL, AZ	YUMA MCAS
Wind Dir/Speed- 350/012 KTS	ATC/Airspace	Runway Ident - 08
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6145/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 471
SE LAND	Months Since - 14	Last 24 Hrs - 1
	Aircraft Type - C-172	Make/Model- 467
		Last 30 Days- 32
		Instrument- UNK/NR
		Last 90 Days- 44
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 172M VEERED LEFT DURING TAKEOFF GROUND RUN ON RWY 8 AND NOSED DOWN ON THE RWY. THE PLT INDICATED THAT HE ENCOUNTERED A LEFT 90 DEGREE X-WIND GUSTING UP TO 20 KTS. THE ACFT BEGAN TO VEER UNCONTROLLED INTO THE WIND. HE ELECTED TO ABORT THE TAKEOFF AT WHICH TIME THE ACFT TURNED SIDEWARDS. THE ACFT THEN NOSED DOWN AND CAME TO REST ON THE RIGHT WING AND NOSE COWLING. THE PLT ALSO INDICATED THE ACFT WAS MODIFIED WITH A TAILWHEEL CONVERSION AND THAT THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT. THE WINDS WERE REPORTED FROM 350 DEGREES AT 12 KTS GUSTING TO 24 KTS AT THE TIME OF THE ACCIDENT. THE OWNERS MANUAL FOR THE ACFT INDICATES THAT 15 KTS IS THE MAX DEMONSTRATED X-WIND VELOCITY.

Brief of Accident (Continued)

File No. - 629

2/04/87

YUMA,AZ

A/C Reg. No. N64484

Time (Lcl) - 1420 MST

Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2

Phase of Operation

Finding(s)

6. GROUND LOOP/SWERVE - PERFORMED - PILOT IN COMMAND

----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. - 658      6/27/87      TUCSON, AZ      A/C Reg. No. N4364X      Time (Lcl) - 1545 MDT

-----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

Crew  
Pass

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

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

Make/Model      - PIPER PA-32R-300  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3400  
No. of Seats      - 2

Eng Make/Model - LYCOMING TIO-540KIA5D  
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- 310/004 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds      - 8000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
TUCSON, AZ  
Destination  
SCOTTSDALE, AZ

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

AVRA VALLEY  
Runway Ident      - 30  
Runway Lth/Wid      - 3000/ 75  
Runway Surface      - DIRT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 4785	Last 24 Hrs	- 2
Make/Model-	450	Last 30 Days-	15
Instrument-	70	Last 90 Days-	49
Multi-Eng	- 960		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A BUSINESS FLT, THE PLT EXTENDED THE LANDING GEAR AND NOTED THAT THE LEFT MAIN LANDING GEAR INDICATED THAT IT WAS NOT DOWN AND LOCKED. THE PLT ACTIVATED THE EMERGENCY LANDING GEAR EXTENSION WHICH STILL INDICATED IT WAS NOT DOWN. WHILE ON FINAL APPROACH, THE PLT SHUT THE ENGINE DOWN IN HOPES THAT IF THE GEAR DID COLLAPSE HE MAY BE ABLE TO PREVENT DAMAGE TO THE ENGINE, HOWEVER, WHEN THE ENGINE WAS SHUT OFF THE ACFT'S SINK RATE INCREASED. THE PLT ATTEMPTED AN UNSUCCESSFUL RESTART. THE ACFT THEN COLLIDED WITH THE TERRAIN HALF A MILE FROM THE ARPT. IT WAS NOT DETERMINED IF THE GEAR WAS DOWN AND LOCKED.

Brief of Accident (Continued)

File No. - 658

6/27/87

TUCSON, AZ

A/C Reg. No. N4364X

Time (Lcl) - 1545 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNDETERMINED

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

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) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 636	2/01/87	RIVERSIDE, CA	A/C Reg. No. N1130B	Time (Lcl) - 1043 PST
<hr/>				
-----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 0
Accident Occurred During	-LANDING			
<hr/>				
-----Aircraft Information-----				
Make/Model	- LUSCOMBE 8A	Eng Make/Model	- CONTINENTAL C8512F	
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR	
No. of Seats	- 2	Rated Power	- 85 HP	
			ELT Installed/Activated - YES/NO	
			Stall Warning System - NO	
<hr/>				
-----Environment/Operations Information-----				
Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	RIVERSIDE, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	FLABOB	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident - 24	
Visibility	- 10.0 SM	Type of Flight Plan	Runway Lth/Wid - 3200/ 50	
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status - DRY	
Obstructions to Vision	- HAZE		FULL STOP	
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			
<hr/>				
-----Personnel Information-----				
Pilot-In-Command	Age - 28	Medical Certificate - EXPIRED		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
STUDENT	Current - N/A	Total	- 189	
	Months Since - N/A	Make/Model	- 134	
	Aircraft Type - N/A	Instrument	- 6	
		Multi-eng	- 0	
		Last 24 Hrs	- UNK/NR	
		Last 30 Days	- 3	
		Last 90 Days	- UNK/NR	
		Rotorcraft	- 0	
<hr/>				
Instrument Rating(s) - NONE				
<hr/>				
-----Narrative-----				
<p>A LUSCOMBE 8A GROUND LOOPED ON LANDING ROLL. THE PILOT INDICATED THAT DURING THE LANDING ROLL AFTER HIS THIRD LANDING HE HEARD A "POP" SOUND. THE AIRCRAFT VEERED RIGHT, COLLAPSING THE LEFT MAIN LANDING GEAR AND DAMAGING THE LEFT WING. AFTER THE ACCIDENT THE STUDENT PILOT, WHO IS ALSO AN AIRFRAME AND POWERPLANT MECHANIC DISCOVERED THE LEFT RUDDER CABLE WAS BROKEN. THE CABLE WAS EXAMINED IN A METALLURGICAL LABORATORY. THE EXAMINATION REVEALED THAT 42 OF THE 49 WIRES IN THE CABLE HAD FATIGUE CHARACTERISTICS AT THE WIRE BREAKS AND THE REMAINING 7 WERE ENTIRELY OVERSTRESS FRACTURES. THE WIRE BREAKS HAD OCCURRED WITHIN 0.5 INCHES OF EACH OTHER NEAR A PULLEY.</p>				
<hr/>				



Brief of Accident (Continued)

File No. - 636

2/01/87

RIVERSIDE, CA

A/C Reg. No. N1130B

Time (Lcl) - 1043 PST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. FLT CONTROL SYST, RUDDER CONTROL - FAILURE, TOTAL
2. PROPER ALIGNMENT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

3. GROUND LOOP/SWERVE - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 646	2/08/87	EL CAJON, CA	A/C Reg. No. N5275V	Time (Lc1) - 1235 PST
----------------	---------	--------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520H	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

---

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	EL CAJON, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GILLESPIE
Wind Dir/Speed- 250/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 77.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 18000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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 - UNK/NR	Total - 290
SE LAND	Months Since - 6	Make/Model- 100
	Aircraft Type - C-210	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PLT INDICATED THAT HE AND HIS WIFE WERE PLANNING TO FLY TOGETHER, BUT AT THE LAST MINUTE HIS WIFE CHANGED HER MIND. SHE EXITED THE ACFT AND DEPARTED THE AREA TO THE REAR OF THE PLANE. THE PLT WAS TAXIING FROM HIS PARKING SPOT WHEN HIS WIFE SUDDENLY APPEARED ON THE LEFT SIDE OF THE ACFT. HE STOPPED THE ACFT, BUT HIS WIFE CONTINUED TO MOVE FORWARD AND WALKED INTO THE ACFT'S PROPELLER. THE PROPELLER STRUCK THE RIGHT SIDE OF HER BODY SEVERING THE RIGHT ARM, LACERATING HER RIGHT CHEST CAVITY, AND LACERATING THE INNER PORTION OF THE RIGHT THIGH. A EMS HELICOPTER LOCATED AT THE ARPT WAS CALLED AND ARRIVED 7 MIN LATER. THE MEDICAL CREWMEMBERS ADMINISTERED ADDITIONAL FIRST AID AND APPLIED A TOURNIQUET. THE VICTIM WAS EVACUATED 20 MIN AFTER THE ACCIDENT. THE PLT LATER INDICATED THAT HIS WIFE WAS RETURNING TO THE ACFT TO GET HER PURSE.

---

Brief of Accident (Continued)

File No. - 646

2/08/87

EL CAJON, CA

A/C Reg. No. N5275V

Time (Lcl) - 1235 PST

---

Occurrence #1 PROPELLER/ROTOR CONTACT  
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)  
1. CLEARANCE - NOT MAINTAINED - OTHER PERSON

---

-----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. - 645	2/20/87	VALLECITO, CA	A/C Reg. No. N3683U	Time (Lcl) - 1530 PST
----------------	---------	---------------	---------------------	-----------------------

---

----Basic Information----

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

---

----Aircraft Information----

Make/Model - CESSNA 182G	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/NO
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	VALLEY SPRINGS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	VALLECITO, CA	PRIVATE AIRSTRIP
Wind Dir/Speed- 310/006 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 880/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 2837
SE LAND	Months Since - 38	Make/Model- 1903
	Aircraft Type - C-182G	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 35
		Last 90 Days- 64

Instrument Rating(s) - NONE

---

----Narrative----

A CESSNA 182G COLLIDED WITH THE RWY SURFACE AFTER THE NOSE GEAR COLLAPSED AT A PRIVATE AIRSTRIP. THE PILOT INDICATED THAT THE NOSE GEAR TURNED 90 DEGREES DURING THE LANDING ROLL THEN COLLAPSED. PILOT EXAMINED THE NOSE GEAR AFTER THE ACCIDENT AND DISCOVERED THE BOLT ATTACHING THE UPPER TORQUE LINK ASSEMBLY MISSING. THERE WAS NO EVIDENCE OF DAMAGE WHERE THE BOLT CONNECTS THE TORQUE LINK ASSEMBLY TO THE STEERING ARM ASSEMBLY.

Brief of Accident (Continued)

File No. - 645

2/20/87

VALLECITO, CA

A/C Reg. No. N3683U

Time (Lcl) - 1530 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - IMPROPER
2. LANDING GEAR, NOSE GEAR ASSEMBLY - DISCONNECTED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 796      4/22/87      TEMECULA, CA      A/C Reg. No. N3835G      Time (Lcl) - 1330 PDT

-----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	-LANDING		Pass 0	0	1	0

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

Make/Model	- CESSNA TU206B	Eng Make/Model	- CONTINENTAL TSIO-520-C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 285 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 - 040/005 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 UPLAND, CA</p> <p>Destination TEMECULA, CA</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 OFF AIRPORT/STRIP</p> <p>Airport Data TEMECULA</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 3023/ 60</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
---	--	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 19</p> <p>Aircraft Type - TU206G</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7366</p> <p>Make/Model - 6978</p> <p>Instrument - 283</p> <p>Multi-Eng - 31</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - 46</p> <p>Last 90 Days - 104</p>
---	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL SURVEY FLIGHT, WHILE ON FINAL APPROACH TO THE ARPT, THE ENGINE BEGAN RUNNING ROUGH THEN QUIT. THE PLT WAS UNABLE TO LAND THE ACFT AT THE ARPT, THEREFORE, A NEARBY DIRT ROAD WAS SELECTED. DURING THE LANDING ROLL THE ACFT COLLIDED WITH THE TERRAIN AND NOSED OVER. EXAMINATION OF THE ENGINE REVEALED THAT THE CRANKSHAFT HAD FAILED FROM HIGH CYCLE FATIGUE LOADING WHICH STARTED ON THE OUTSIDE OF ONE OF THE JOURNALS.

Brief of Accident (Continued)

File No. - 796

4/22/87

TEMECULA, CA

A/C Reg. No. N3835G

Time (Lcl) - 1330 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE  
-----

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

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

Occurrence #4      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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 795      4/27/87      MONTEREY, CA      A/C Reg. No. N9711R      Time (Lcl) - 0115 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire                                Crew  
                                     Pass

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

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

Make/Model    - BEECH 95-55  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 4880  
No. of Seats   - 5

Eng Make/Model - CONTINENTAL IO-470 AL  
Number Engines - 2  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 260 HP

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

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

Weather Data

Wx Briefing        - FSS  
Method            - ACFT RADIO  
Completeness      - UNK/NR

Basic Weather      - IMC  
Wind Dir/Speed- CALM  
Visibility          - 5.0    SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling     - 700 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation       - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SALINAS, CA  
Destination  
VISALIA, CA

ATC/Airspace

Type of Flight Plan - VFR/IFR  
Type of Clearance    -  
Type Apch/Lndg       - ILS-BACKCOURSE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MONTEREY  
Runway Ident        - 10  
Runway Lth/Wid     - 6597/ 150  
Runway Surface      - DIRT  
Runway Status       - DRY  
HIGH VEGETATION

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

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

Age - 21  
Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 456      Last 24 Hrs - 2  
Make/Model-       10      Last 30 Days- 43  
Instrument-       52      Last 90 Days- 69  
Multi-Eng - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER TAKE-OFF, THE CABIN DOOR OPENED IN FLIGHT. THE PLT ATTEMPTED TO RELAND BUT WAS UNSUCCESSFUL DUE TO WEATHER CONDITIONS. THE PLT WAS VECTORED TO ANOTHER ARPT, HOWEVER, THE PLT NEVER CLIMBED TO THE ASSIGNED ALT AND WAS NEVER IN RADAR CONTACT. THE PLT THINKING HE WAS ON THE FRONT COURSE TO THE RUNWAY, WAS IN FACT ON THE BACKCOURSE. THE PLT DID NOT HAVE IN HIS POSSESSION AN APPROACH PLATE TO THAT ARPT. THE PLT DESCENDED INTO A MOUNTAIN AND COLLIDED WITH THE TERRAIN.



Brief of Accident (Continued)

File No. - 795

4/27/87

MONTEREY, CA

A/C Reg. No. N9711R

Time (Lcl) - 0115 PDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. DOOR, PASSENGER - OPEN
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - FOG
7. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF PROCEDURE, TOTAL - PILOT IN COMMAND
12. STOLEN AIRCRAFT/UNAUTHORIZED USE - DISPATCHED - FBO PERSONNEL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,9,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 729      4/29/87      TULARE, CA      A/C Reg. No. N8366      Time (Lcl) - 1340 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
Type of Operation	-AERIAL APPLICATION	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 137	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R1340 AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

<p><b>Weather Data</b></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- UNK/NR</p> <p>Visibility - 15.0 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><b>Itinerary</b></p> <p>Last Departure Point TULARE, CA</p> <p>Destination SAME AS ACC/INC</p> <p><b>ATC/Airspace</b></p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p><b>Airport Proximity</b></p> <p>OFF AIRPORT/STRIP</p> <p><b>Airport Data</b></p> <p>MEFFORDFIELD TULARE ARPT</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p> <p>SOFT</p>
---	---	---

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

<p><b>Pilot-In-Command</b></p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p> <p>HELICOPTER</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - P35</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 27184</p> <p>Make/Model- 3000</p> <p>Instrument- 306</p> <p>Multi-Eng - 891</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 25</p> <p>Last 90 Days- 95</p> <p>Rotorcraft - 2594</p>
--	---	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CLIMBING 180 DEGREE TURN TO THE LEFT, THE ENGINE LOST POWER. THE PILOT ATTEMPTED TO LAND IN A NEARBY FIELD THAT HAD JUST BEEN PLOWED. WITH INSUFFICIENT ALTITUDE TO TURN FAR ENOUGH TO LINE THE AIRCRAFT UP WITH THE ROWS, THE PILOT TOUCHED DOWN AT A "20 DEGREE ANGLE" WITH THE ROWS. THE MAIN GEAR STUCK INTO THE GROUND AND THE PLANE FLIPPED OVER ON ITS BACK. THE SOURCE OF THE ENGINE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 729

4/29/87

TULARE, CA

A/C Reg. No. N8366

Time (Lc1) - 1340 PDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 655      6/07/87      MARICOPA, CA      A/C Reg. No. N115C      Time (Lcl) - 1115 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - MOONEY M-18L  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 780  
No. of Seats - 1

Eng Make/Model - LYCOMING O-145B  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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- 270/005 KTS  
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  
BAKERSFIELD, CA  
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

MARICOPA  
Runway Ident - 19  
Runway Lth/Wid - 1400 -UNK/NR  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - M18L

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2600	Last 24 Hrs	- 0
Make/Model-	140	Last 30 Days-	7
Instrument-	287	Last 90 Days-	8
Multi-Eng	- 1187		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT THE PLT STATED THAT WHILE ON FINAL APPROACH TO A PRIVATE AIRSTRIIP, HE NOTICED SOME TURBULENCE. ON SHORT FINAL THE PLT STATED THAT A SEVERE WIND SHEAR DROPPED THE ACFT INTO A RAVINE. THE PLT ADDED FULL PWR, HOWEVER, THE ACFT DID NOT GAIN SUFFICIENT ALTITUDE TO CLEAR AN EMBANKMENT. THE ACFT COLLIDED WITH THIS EMBANKMENT NEAR THE APPROACH END OF THE RWY SHEARING OFF THE LANDING GEAR AND THE ACFT SLID DOWN THE RWY ON ITS UNDERSIDE.

Brief of Accident (Continued)

File No. - 655

6/07/87

MARICOPA,CA

A/C Reg. No. N115C

Time (Lcl) - 1115 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - DOWNDRAFT
4. REMEDIAL ACTION - NOT ATTAINED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. LANDING GEAR - SEPARATION
7. TERRAIN CONDITION - DIRT BANK

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 626      6/15/87      MERCED,CA

A/C Reg. No. N59104

Time (Lcl) - 0845 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  
SUBSTANTIAL  
Fire                         NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

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

Make/Model    - CESSNA T210L  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3400  
No. of Seats   - 6

Eng Make/Model - CONTINENTAL TS10-520-H  
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   - FULL

Basic Weather   - VMC  
Wind Dir/Speed - 340/006 KTS  
Visibility       - 50.0    SM  
Lowest Sky/Clouds - 40000 FT SCATTERED  
Lowest Ceiling   - 20000 FT BROKEN  
Obstructions to Vision - NONE  
Precipitation    - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALEM,OR  
Destination  
MERCED,CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MERCED  
Runway Ident    - 12  
Runway Lth/Wid - 5903/ 150  
Runway Surface   - DIRT  
Runway Status   - DRY

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

Pilot-In-Command

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

Age - 64  
Biennial Flight Review  
Current        - YES  
Months Since   - 4  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 16373	Last 24 Hrs	- 3
Make/Model	- 450	Last 30 Days	- 70
Instrument	- 2156	Last 90 Days	- 180
Multi-Eng	- 8095		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE ENGINE LOST POWER AND QUIT APRX 4 MILES FROM THE AIRPORT. THE PILOT WAS UNABLE TO REACH THE RUNWAY AND MADE A FORCED LANDING APRX 3 MILES SHORT OF THE RUNWAY. DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH A FENCE AND NOSED OVER. INSPECTION OF THE AIRCRAFT REVEALED THAT APRX 8 OUNCES OF FUEL WAS DRAINED FROM THE ENTIRE FUEL SYSTEM. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 626

6/15/87

MERCED, CA

A/C Reg. No. N59104

Time (Lc1) - 0845 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND(CFI)
3. PREFLIGHT PLANNING/PREPARATION - INACCURATE - PILOT IN COMMAND(CFI)
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND(CFI)
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - FENCE

Occurrence #4 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) 2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 637      6/18/87      MALIBU, CA      A/C Reg. No. N738JV      Time (Lcl) - 1605 PDT

-----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	0	0	0	2
Accident Occurred During	-MANEUVERING	NONE	Pass	0	0	0

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

Make/Model	- CESSNA 172N	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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 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- 230/010 KTS</p> <p>Visibility - 7.0 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>SANTA MONICA, CA</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 - DIRT</p> <p>Runway Status - HIGH VEGETATION</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - PA-34</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 618</p> <p>Make/Model- 225</p> <p>Instrument- 89</p> <p>Multi-Eng - 31</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 58</p> <p>Last 90 Days- 267</p>
--	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL INSTRUCTIONAL FLIGHT, THE PILOT STATED THAT THEY WERE FLYING ALONG THE COAST APRX 1 MILE OFFSHORE AND 500 FT AGL. THE STUDENT STARTED A CLIMBING RIGHT TURN TOWARDS LAND. THE STUDENT CONTINUED TO APPLY BACK PRESSURE TO THE POINT THAT THE ACFT STALLED. THE INSTRUCTOR TOOK OVER AND RECOVERED FROM THE STALL WITH RISING TERRAIN DIRECTLY IN FRONT OF THE ACFT. THE PLT FELT THAT THE ACFT WAS CAUGHT IN A DOWNDRAFT THAT THE WERE UNABLE TO CLIMB OUT OF BEFORE COLLIDING WITH THE TERRAIN. WITNESSES STATED THAT THEY HAD OBSERVED THE ACFT FLYING ERRATICALLY ALONG AND OVER THE POPULATED BEACH AREA AT ALTITUDES VARYING FROM 10 TO 50 FT AGL. WHEN THE ACFT TURNED RIGHT TOWARDS THE MOUNTAINS THE ACFT CLEARED AN APARTMENT COMPLEX BY 10 FT AND EVENTUALLY COLLIDED WITH THE TERRAIN. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.



Brief of Accident (Continued)

File No. - 637

6/18/87

MALIBU, CA

A/C Reg. No. N738JV

Time (Lcl) - 1605 PDT

---

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

Finding(s)

1. TERRAIN CONDITION - RISING
  2. PROPER ALTITUDE - DISREGARDED - PILOT IN COMMAND(CFI)
  3. BUZZING - INTENTIONAL - PILOT IN COMMAND(CFI)
  4. SUPERVISION - NOT PERFORMED - PILOT IN COMMAND(CFI)
  5. UNSAFE/HAZARDOUS CONDITION - NOT CORRECTED - PILOT IN COMMAND(CFI)
  6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
- 

-----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) 1,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 628      6/20/87      S. LAKE TAHOE, CA      A/C Reg. No. N1177T      Time (Lcl) - 1305 PDT

-----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 - DESCENT			0	0	2
					0

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

Make/Model - CESSNA TU206C	Eng Make/Model - CONTINENTAL TSIO-520-C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAKE TAHOE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	CAMERON PARK, CA	LAKE TAHOE
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 8544/ 150
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - DIRT
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 - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 771
SE LAND	Months Since - 12	Make/Model- 200
	Aircraft Type - C-206	Instrument- 10
		Multi-Eng - 12
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST AFTER LIFT-OFF DURING A DOWNWIND DEPARTURE THE PILOT DECIDED THAT THE ACFT WAS NOT CLIMBING NORMALLY AND ABORTED THE TAKE-OFF AT MID-FIELD. THE PILOT REDUCED POWER AND EXTENDED 40 DEGREES OF FLAPS. THE PILOT THEN DECIDED THAT HE WOULD NOT BE ABLE TO RELAND AND ADDED FULL POWER AND RETRACTED THE FLAPS TO 10 DEGREES. UNABLE TO MAINTAIN ALTITUDE THE ACFT COLLIDED WITH THE TERRAIN APRX ONE QUARTER MILE FROM THE RUNWAY. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 628

6/20/87

S. LAKE TAHOE, CA

A/C Reg. No. N1177T

Time (Lcl) - 1305 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WIND INFORMATION - NOT USED - PILOT IN COMMAND
3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
6. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

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

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) 5

Factor(s) relating to 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. - 627      6/22/87      BISHOP,CA      A/C Reg. No. N32RM      Time (Lcl) - 1350 PDT

-----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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

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

Make/Model - NORD 3202	Eng Make/Model - POTEZ 4D34D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BOULDER CITY,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BISHOP,CA	BISHOP
Wind Dir/Speed- 270/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5601/ 100
Lowest Sky/Clouds - UNK/NR THIN BKN	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 - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 8050
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 17
HELICOPTER	Aircraft Type - S2C	Instrument- 1513
		Multi-Eng - 2900
		Last 24 Hrs - 17
		Last 30 Days- 24
		Last 90 Days- 29
		Rotorcraft - 4200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A RELOCATION FLIGHT OF A NEWLY PURCHASED ACFT, THE PLT WAS MAKING A CROSS WIND LANDING WHEN ON TOUCHDOWN THE LEFT WING RAISED. THE PLT CORRECTED BY APPLYING LEFT AILERON, HOWEVER, HE ALSO RELAXED THE BACK PRESSURE ON THE CONTROL STICK ALLOWING THE TAIL TO RISE. THE ACFT VEERED TO THE LEFT. THE PLT APPLIED HEAVY BRAKING TO CORRECT BACK TO THE RIGHT. THE ACFT RAN OFF THE SIDE OF THE RWY, COLLIDED WITH THE TERRAIN AND NOSED OVER.

Brief of Accident (Continued)

File No. - 627

6/22/87

BISHOP, CA

A/C Reg. No. N32RM

Time (Lcl) - 1350 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT

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) 5

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. - 757      6/27/87      WATSONVILLE, CA      A/C Reg. No. N75JL      Time (Lcl) - 0855 PDT

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

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

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

Make/Model      - RAND KR-2	Eng Make/Model - VOLKSWAGEN 2100	ELT Installed/Activated - NO -N/A
Landing Gear      - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - UNK/NR	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	OFF AIRPORT/STRIP
Method      - N/A	WATSONVILLE, CA	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	WATSONVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident      - 19
Visibility      - 10.0      SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 4500-N/A
Lowest Sky/Clouds      - UNK/NR      THIN BKN	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - OVERCAST	Type Apch/Lndg      - FORCED LANDING	Runway Status      - DRY
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      - YES	Total      - 2200
ME LAND	Months Since      - 14	Make/Model-      0
GLIDER	Aircraft Type      - C-150	Instrument-      360
		Multi-Eng      - 250
		Last 24 Hrs      - 0
		Last 30 Days-      0
		Last 90 Days-      0
		Rotorcraft      - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKE-OFF ON RUNWAY 19, THE ENGINE BEGAN "SPUTTERING" AND LOSING POWER. THE PILOT TRIED ADJUSTING MIXTURE AND THROTTLE CONTROLS. THE ENGINE CONTINUED "SPUTTERING" AND LOSING POWER AND THE PILOT INITIATED AN EMERGENCY DESCENT. HAVING GAINED NO MORE THAN 200' AGL, AND DUE TO TERRAIN FACTORS THE PILOT ATTEMPTED TO DESCEND OVER A LINE OF TREES AND LAND IN A FIELD. THE PILOT COULD NOT MAINTAIN SUFFICIENT ALTITUDE TO CLEAR THE TREES AND COLLIDED WITH THE TERRAIN. THE PILOT DISASSEMBLED THE ENGINE AND FOUND NO BROKEN PARTS. HOWEVER, HE NOTED AN UNIDENTIFIED WHITE CHALKY SUBSTANCE IN AND AROUND THE "LEFT" TWO CYLINDERS. THE LOSS OF POWER WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 757

6/27/87

WATSONVILLE, CA

A/C Reg. No. N75JL

Time (Lc1) - 0855 PDT

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      CLIMB - TO CRUISE  
1. UNDETERMINED  
-----

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

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

Finding(s)  
2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 800      6/27/87      BROWNSVILLE, CA      A/C Reg. No. N5161M      Time (Lcl) - 1015 PDT

-----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	0	1

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-AVK	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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	ON AIRPORT
Method - N/A	SACRAMENTO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BROWNSVILLE, CA	BROWNSVILLE
Wind Dir/Speed- 180/004 KTS		Runway Ident - 24
Visibility - 14.0 SM	ATC/Airspace	Runway Lth/Wid - 2550/ 40
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 829
SE LAND	Months Since - 22	Make/Model- 143
	Aircraft Type - C-172	Instrument- 7
		Last 24 Hrs - 4
		Last 30 Days- 9
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLT, THE PLT OVER FLEW THE RWY ONCE FOR A VISUAL WIND SPEED AND DIRECTION CHECK. DURING THE FIRST APPROACH THE ACFT WAS TOO HIGH SO THE PLT WENT AROUND. ON THE SECOND APPROACH, DURING THE FLARE, THE ACFT STAYED AIRBORNE DOWN MOST OF THE RWY. WHEN THE ACFT DID TOUCHDOWN, THE PLT REALIZED THERE WAS NOT SUFFICIENT RWY LEFT TO STOP THE ACFT, THEREFORE, THE PLT MADE A FAST TURN ONTO A TAXI-WAY. DURING THE TURN THE RIGHT MAIN LANDING GEAR COLLAPSED, AND THE ACFT CAME TO REST IN A NOSE DOWN CONFIGURATION. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 800

6/27/87

BROWNSVILLE,CA

A/C Reg. No. N5161M

Time (Lcl) - 1015 PDT

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

Finding(s)

1. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - EXCEEDED - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2            MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD
- 

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

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

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. - 797      6/27/87      MOJAVE, CA      A/C Reg. No. N11HU      Time (Lcl) - 0737 PDT

-----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	0	1
			0	0	0	1

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

Make/Model - BELL H-13	Eng Make/Model - FRANKLIN 47D-1	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - VRS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHINO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CALIFORNIA CITY, CA	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - NONE	Runway Status - DRY
Obstructions to Vision- NONE		SOFT
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 - YES	Total - 209
	Months Since - 1	Make/Model- 171
HELICOPTER	Aircraft Type - 206	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- 10
		Last 90 Days- 21
		Rotorcraft - 209

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE CROSS COUNTRY FLIGHT, THE ENGINE LOST POWER AT AN ALT OF APRX 200 FT AGL. THE PLT ENTERED AN AUTOROTATIVE DESCENT ONTO SOFT TERRAIN. UPON TOUCHDOWN, THE MAIN ROTOR BLADES SEVERED THE TAIL ROTOR FROM THE BOOM. SHORTLY AFTER THE ACCIDENT, THE PLT NOTIFIED THE OWNER THAT HE HAD RUN THE ACFT OUT OF FUEL AND WAS MAKING ARRANGEMENTS TO MOVE THE ACFT. UPON INSPECTION BY THE OWNER THE ACFT WAS FOUND EMPTY OF FUEL. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT HAD MADE ARRANGEMENTS TO REMOVE THE ACFT PRIOR TO NOTIFYING THE PROPER AUTHORITIES.

Brief of Accident (Continued)

File No. - 797

6/27/87

MOJAVE, CA

A/C Reg. No. N11HU

Time (Lcl) - 0737 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
  3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

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) 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. - 659      6/28/87      AUBERRY, CA      A/C Reg. No. N2856H      Time (Lcl) - 1200 PDT

-----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	-TAKEOFF						

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

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-D3G	ELT Installed/Activated	- YES/NO
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	- FSS	OFF AIRPORT/STRIP	
Method	- TELEPHONE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	TOPHAM AUBERRY	
Wind Dir/Speed	- 060/006 KTS	Runway Ident	- 16
Visibility	- 15.0 SM	Runway Lth/Wid	- 2000/ 50
Lowest Sky/Clouds	- CLEAR	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Runway Status	- DRY
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)	
STUDENT	Current - N/A	Total	- 65
	Months Since - N/A	Make/Model	- 56
	Aircraft Type - N/A	Instrument	- 0
		Last 24 Hrs	- 0
		Last 30 Days	- 10
		Last 90 Days	- 48
		Rotorcraft	- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APPROACH INTO A PRIVATE AIRSTRIP, THE STUDENT PILOT TOUCHED-DOWN, THEN DECIDED THAT THERE WAS NOT ENOUGH STOPPING DISTANCE AND ELECTED TO GO-AROUND. ON THE INITIAL CLIMB-OUT THE AIRCRAFT STRUCK AN OBJECT THAT MADE THE AIRCRAFT YAW RIGHT THEN LEFT. THE PILOT NEVER SAW WHAT THE AIRCRAFT HIT. AT CRUISE ALT THE PILOT CHECKED THE FLIGHT CONTROLS WHICH APPEARED TO BE OK. THE PILOT CONTINUED THE FLIGHT BACK TO HIS ORIGINAL DEPARTURE POINT WHERE, AFTER LANDING, THE DAMAGE WAS DISCOVERED THE PILOT STATED THAT HE THOUGHT THE AIRSTRIP HE HAD PLANNED TO LAND AT WAS 3800 FEET LONG. THE AIRSTRIP, IN FACT, IS 2000 FEET LONG.

Brief of Accident (Continued)

File No. - 659

6/28/87

AUBERRY,CA

A/C Reg. No. N2856H

Time (Lcl) - 1200 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,IMPROPER TRAINING - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,TOTAL - PILOT IN COMMAND
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
7. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----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) 1,2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 799      7/04/87      HURON,CA      A/C Reg. No. N8273P      Time (Lcl) - 1200 PDT

-----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

		Injuries			
		Fatal	Serious	Minor	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-360A4M  
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- 290/004 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  
SALINAS,CA  
Destination  
HURON,CA

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

ANDERSON  
Runway Ident      - 29  
Runway Lth/Wid      - 2600 -UNK/NR  
Runway Surface      - GRAVEL  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current      - YES  
Months Since      - 14  
Aircraft Type      - ARCHER

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	350	Last 24 Hrs -	0
Make/Model-	4		Last 30 Days-	2
Instrument-	14		Last 90 Days-	7
Multi-Eng -	6			

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLIGHT,THE PLT APPLIED THE BRAKES ON TOUCH DOWN. THE ACFT VEERED TO THE LEFT AND THE PLT APPLIED THE RIGHT BRAKE, HOWEVER, THE LEFT MAIN LANDING GEAR WENT OFF THE EDGE OF THE RWY. THE ACFT WENT OUT OF CONTROL, EXITED THE RWY AND NOSED OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 799

7/04/87

HURON, CA

A/C Reg. No. N8273P

Time (Lcl) - 1200 PDT

-----  
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. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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.

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. - 798      7/08/87      CAMERON PARK, CA      A/C Reg. No. N3811V      Time (Lcl) - 1931 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	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/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- 190/010 KTS  
Visibility      - 50.0 SM  
Lowest Sky/Clouds - 15000 FT THIN BKN  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
DAVIS, CA  
Destination  
CAMERON PARK, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CAMERON PARK  
Runway Ident      - N/A  
Runway Lth/Wid      - 4060/ 50  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - UNK/NR

Biennial Flight Review

Current      - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 150	Last 24 Hrs - UNK/NR
Make/Model-	150	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLT, THE NON CERTIFICATED PLT LANDED THE ACFT SHORT OF THE RWY WHEN HE MISTOOK A ROAD FOR THE RWY. THE PLT STATED THAT THE SUN WAS IN HIS EYES AND BY THE TIME HE REALIZED THAT HE WAS NOT LANDING ON THE RWY THE ACFT WAS TOO LOW AND SLOW TO GO AROUND. THE ACFT COLLIDED WITH A POLE DURING THE LANDING ROLL, RAN INTO A DITCH AND NOSED OVER. THE PLT HAD RECENTLY PURCHASED THE ACFT AND HAD LOGGED 150 HRS IN THIS TYPE OF ACFT SEVERAL YEARS AGO. THE PLTS STUDENT PLT CERTIFICATE AND MEDICAL HAD EXPIRED. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.



Brief of Accident (Continued)

File No. - 798

7/08/87

CAMERON PARK, CA

A/C Reg. No. N3811V

Time (Lcl) - 1931 PDT

---

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
  3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
  4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
  5. LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
  6. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  7. OBJECT - UTILITY POLE
- 

----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) 1,3,5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 715      7/12/87      CORONA, CA      A/C Reg. No. N4628G      Time (Lcl) - 1720 PDT

-----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	1	0	0
Accident Occurred During	-LANDING		Pass 0	0	0	0

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

Make/Model	- EIPPER QUICKSILVER MX II	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	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- UNK/NR		

-----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- 285/012 KTS</p> <p>Visibility - 5.0 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 LAKE ELSINORE, CA</p> <p>Destination CORONA, CA</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 CORONA MUNICIPAL</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 3200/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 95
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 38
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON RUNWAY 25 AT THE CORONA AIRPORT, CORONA, CALIFORNIA, IN GUSTING WIND CONDITIONS, THE AIRCRAFT STALLED AND COLLIDED WITH THE TERRAIN. THE PILOT SAID THAT THE "EXTREME GUSTY WIND CONDITIONS" COMBINED WITH A VERY LIGHT AND STABLE AIRCRAFT "CONTRIBED" (SIC) TO HIS LOSS OF CONTROL OF THE AIRCRAFT. THE PILOT FURTHER STATED THAT "WIND BLOWING OVER TREES CAUSES ROLLING TURBULENCE".

Brief of Accident (Continued)

File No. - 715

7/12/87

CORONA, CA

A/C Reg. No. N4628G

Time (Lcl) - 1720 PDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
  3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
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. - 668      3/12/87      BASALT, CO      A/C Reg. No. N4581E      Time (Lcl) - 1839 MST

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

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

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

Make/Model	- ROCKWELL COMMANDER 680FL	Eng Make/Model	- LYCOMING IGS0-540-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 380 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ASPEN, CO	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	DENVER, CO	Runway Ident - N/A
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 1800 FT OBSCURED	Type Apch/Lndg - NONE	
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 - 4424
SE LAND, ME LAND	Months Since - 2	Make/Model - 104
HELICOPTER	Aircraft Type - 680FL	Instrument - 300
		Multi-Eng - 820
		Last 24 Hrs - 2
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - 2900

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N4581E WAS OPERATING UNDER 14 CFR 135 CARRYING CARGO. THE PLT STATED THAT HE DEPARTED VFR AND HAD "7 TO 10" MI VIS AT THE ACFT SITE. WITNESSES AT AND NEAR THE ACFT SITE STATED THAT HEAVY SNOW WAS FALLING AT THE TIME OF THE ACFT AND THE VIS WAS 1 MI OR LESS. THE ACFT STRUCK A 2 STORY DUPLEX IN A LT WING LOW ATTITUDE, 18 FT AGL. POST CRASH EXAM OF THE ACFT AND ENGINES REVEALED NO EVIDENCE OF MECH MALFUNCTION OR FAILURE. THE PLT HAD BEEN GROUNDED FOR A COUPLE OF WEEKS PRIOR TO THE ACFT DUE TO MED PROBLEMS. THERE WAS NO RECORD THAT INDICATED THE PLT HAD BEEN ROUTE CHECKED FOR OPS AT ASPEN.

Brief of Accident (Continued)

File No. - 668

3/12/87

BASALT, CO

A/C Reg. No. N4581E

Time (Lcl) - 1839 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - LOW CEILING
3. VFR FLIGHT INTO IMC - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
6. WEATHER CONDITION - OBSCURATION
7. ALTITUDE - IMPROPER - PILOT IN COMMAND
8. TERRAIN CONDITION - HIGH TERRAIN
9. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

10. OBJECT - RESIDENCE
11. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,8,11

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 682      8/17/87      STEAMBOAT SPRING, CO      A/C Reg. No. N7494J      Time (Lcl) - 0820 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
DESTROYED					
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	2

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

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

Make/Model - PIPER PA-28R-180  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2500  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1E  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
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  
LARAMIE, WY

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 - FORCED LANDING

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

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

Age - 55  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1353	Last 24 Hrs	-	UNK/NR
Make/Model	-	800	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	17
Multi-Eng	-	12	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N7494J TOOK OFF FROM A HIGH ALT ARPT AND CLIMBED IN THE VIC OF THE ARPT TO 9500 FEET BEFORE PROCEEDING ON COURSE. UPON APPROACHING HIGH TERRAIN THE PLT REALIZED HE DID NOT HAVE ENOUGH ALT TO CLEAR THE TERRAIN AND WAS IN A VALLEY TOO NARROW TO TURN AROUND. HE WAS HOLDING THE OVERRIDE TO DEACTIVATE THE AUTOMATIC LANDING GEAR EXTENSION SYSTEM WHEN THE ACFT ENCOUNTERED TURB AND HIS HAND CAME OFF THE OVERRIDE. THE LANDING GEAR EXTENDED AND THE ACFT LOST AIRSPEED. AT THAT POINT THE PLT DECIDED AN OFF ARPT FORCED LANDING WAS NECESSARY AND SELECTED A MOUNTAIN MEADOW. DURING THE LANDING IN ROUGH TERRAIN THE LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 682

8/17/87

STEAMBOAT SPRIN,CO

A/C Reg. No. N7494J

Time (Lcl) - 0820 MDT

Occurrence #1           FORCED LANDING  
Phase of Operation      CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TURBULENCE,CLEAR AIR
3. GEAR EXTENSION - INADVERTENT - PILOT IN COMMAND
4. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2           COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. LANDING GEAR,MAIN GEAR - OVERLOAD
9. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
10. LANDING GEAR,NOSE GEAR - OVERLOAD
11. 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) 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. - 723      1/23/87      SIMSBURY, CT      A/C Reg. No. N48918      Time (Lcl) - 0150 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91	Crew	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	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 - 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  
HARTFORD, CT  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

SIMSBURY  
Runway Ident - 21  
Runway Lth/Wid - 2205/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

Wind Dir/Speed- 230/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling -

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  
TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 24

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 - 874

Make/Model- 252

Instrument- 99

Multi-Eng - 64

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 304

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS LANDING ON RUNWAY 21 AT SIMSBURY, CONNECTICUT WHEN THE PILOT LOST DIRECTIONAL CONTROL AND THE LEFT MAIN WHEEL CONTACTED THE SNOW BANK, WHICH IN TURN CAUSED THE AIRPLANE TO LEAN OVER TO THE RIGHT STRIKING THE WING ON THE RUNWAY SURFACE.



Brief of Accident (Continued)

File No. - 723

1/23/87

SIMSBURY,CT

A/C Reg. No. N48918

Time (Lcl) - 0150 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. GROUND LOOP/SWERVE - NOT CORRECTED - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3            DRAGGED WING, ROTOR, POD, OR FLOAT  
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) 1,2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 642      6/20/87      MIRAMAR, FL      A/C Reg. No. N2387J      Time (Lcl) - 1528 EDT

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

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

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

Make/Model	- BEECH 23	Eng Make/Model	- LYCOMING O-320-D2B	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	- 160 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- 120/012 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 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 HOLLYWOOD, FL</p> <p>Destination SAVANNAH, GA</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>NORTH PERRY</p> <p>Runway Ident - 09R</p> <p>Runway Lth/Wid - 3000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	--

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 416
SE LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 7
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE PLT LNDD, THE ACFT WAS SERVICED WITH 58.9 GAL OF FUEL. ITS FUEL CAPACITY WAS 60 GAL. SUBSEQUENTLY, WHEN THE PLT TOOK OFF, THE ACFT REMAINED ON THE RWY FOR ABOUT 2500' OF THE AVAILABLE 3000'. AFTER LIFT-OFF, THE ACFT ENTERED A RGT TURN & REACHED A RPRTD ALT OF ONLY ABOUT 100'. ONE WITNESS SAID THE ENG WAS NOT RUNNING AT FULL PWR & THAT DARK GRAY SMOKE WAS COMING FROM ITS EXHAUST. HE ALSO STATED THAT THE ACFT STALLED AS THE PLT WAS APPARENTLY ATTEMPTING TO TURN BACK. THE ACFT CRASHED ON THE ROOF OF AN UNOCCUPIED CHURCH SCHOOL. AN EXAM OF THE ACFT REVEALED BOTH FUEL TANKS WERE CONTAMINATED WITH WATER & SAND. WATER & SAND WERE ALSO FND IN THE FUEL FILTER & CARBURETOR FINGER STRAINER. BOTH FUEL CAPS WERE TESTED & FND TO LEAK WHEN WATER WAS APPLIED TO THE UPPER WING SURFACE. THE MANUFACTURER (BEECH) HAD ISSUED A CLASS I SVC BULLETIN (SB) FOR INSTALLATION OF IMPROVED FUEL TANK CAPS; HOWEVER, IMPROVED FUEL CAPS HAD NOT BEEN INSTALLED. ALSO, CORROSION WAS EVIDENT IN THE WING SUMP & FUEL FILTER DRAINS, MAKING THE LATTER DIFFICULT TO OPERATE.

Brief of Accident (Continued)

File No. - 642

6/20/87

MIRAMAR,FL

A/C Reg. No. N2387J

Time (Lc1) - 1528 EDT

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

Finding(s)

1. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
2. FUEL SYSTEM,DRAIN - CORRODED
3. FUEL SYSTEM,CAP - DETERIORATED
4. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED -
- 5. FLUID,FUEL - CONTAMINATION
- 6. FLUID,FUEL - WATER
- 7. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2            FORCED LANDING  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. MANEUVER - INITIATED -
- 9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
- 10. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

11. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,9,10

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. - 605      3/30/87      DALTON,GA      A/C Reg. No. N6170U      Time (Lcl) - 0936 EST

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

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

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-B8	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	GULFPORT,MS	DALTON MUNI AIRPORT
Wind Dir/Speed- 160/002 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
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 - UNK/NR	Total - UNK/NR
SE 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-----

ON T/O AT 1ST POWER CHANGE PIC NOTED LOSS OF PERFORMANCE. HE TURNED LEFT TO DOWNWIND LEG FOR LANDING. PIC AND GROUND WITNESSES SAID ENG QUIT AND ACFT CRASHED INTO TREES AND GROUND. POST CRASH FIRE DESTROYED ACFT. PIC RPTED TAKING FUEL SAMPLE BEFORE T/O WITH NO WATER CONTAMINATION NOTED. ACFT WAS FUELED TWICE AT ARPT VISITED AND FLEW AFTER 1ST FUELING. AFTER 2ND FUELING ACFT SAT UNCOVERED DURING SEVERAL HOURS OF HARD RAIN. ACFT LOG SAID FUEL CAP SEALS REPLACED 5 MONTHS PRIOR. ANALYSIS OF FUEL FROM ARPT SHOWED NO WATER IN FUEL. DROPLETS OF WATER FOUND IN FUEL TRUCK FILTER. ENG EXAMINATION REVEALED WATER DAMAGE TO PISTONS, CYLINDERS AND SPARK PLUGS. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 605

3/30/87

DALTON, GA

A/C Reg. No. N6170U

Time (Lcl) - 0936 EST

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

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. TERRAIN CONDITION - NONE SUITABLE

-----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) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 604      4/30/87      ATHENS, GA      A/C Reg. No. N6752T      Time (Lcl) - 0845 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

2

0

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

Make/Model - CESSNA 310D  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4830  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-470 D  
Number Engines - 2  
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- CALM  
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  
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

ATHENS MUNICIPAL  
Runway Ident - 09  
Runway Lth/Wid - 4989/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

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 - 1159  
Make/Model- 83  
Instrument- 54  
Multi-Eng - 226  
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 WAS REPORTEDLY STALLED ABOUT 30 FT ABOVE THE RWY AND A HARD LDG WAS MADE. THE MULTI-ENG RATED PLT WAS PRACTICING SHORT-FIELD LDGS UNDER THE INSTRUCTION OF A CFI IN PREPARATION FOR OBTAINING COMMERCIAL CERTIFICATE. THE ACFT WINGS AND FUSELAGE SUSTAINED STRUCTURAL DAMAGE. THE PLT REPORTED THAT THE CFI URGED HIM TO GO SLOWER THAN HE FELT WAS PRUDENT AND HE RELUCTANTLY COMPLIED. HE INDICATED THAT HE WAS FLYING THE ACFT BASED ON AIRSPEED INDICATIONS IN MPH. THE CFI REPORTED THAT HE TOLD THE PLT TO SLOW THE ACFT TO 76 KTS AND THAT HE BELIEVED THE PLT REDUCED THE SPEED TO 76 MPH. THE AIRSPEED INDICATOR REPORTEDLY INDICATED IN BOTH KTS AND MPH. THE CFI REPORTEDLY HAD 37 HRS TOTAL FLT TIME IN THIS MAKE & MODEL. AN FAA INSPECTOR REPORTED THAT THE ACFT STALL WARNING SYSTEM WAS INOPERATIVE AND THAT THE PLT, WHO WAS ALSO THE ACFT OWNER, WAS AWARE OF IT. NEITHER THE CFI NOR PLT REPORTED THE ACCIDENT; THE FAA LATER LEARNED OF THE ACCIDENT FROM A 3RD PARTY.

Brief of Accident (Continued)

File No. - 604

4/30/87

ATHENS,GA

A/C Reg. No. N6752T

Time (Lcl) - 0845 EDT

---

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

Finding(s)

1. CREW/GROUP BRIEFING - INADEQUATE - PILOT IN COMMAND(CFI)
  2. INSTRUCTIONS,WRITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDENT
  3. AIRSPEED(VREF) - NOT MAINTAINED - DUAL STUDENT
  4.      IMPROPER USE OF PROCEDURE, - DUAL STUDENT
  5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - IMPROPER - DUAL STUDENT
  6. STALL - INADVERTENT - DUAL STUDENT
  7. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
- 

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

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

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. - 748      8/25/87      BAXLEY, GA      A/C Reg. No. N4275F      Time (Lcl) - 1900 EDT

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

Fire  
NONE

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

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300 A  
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- CALM  
Visibility - 10.0 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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 15  
Runway Lth/Wid - 3000-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  
FORCED LANDING

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

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

Age - 19  
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 - 17  
Make/Model- 17  
Instrument- 0  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SUPERVISED SOLO FLIGHT, THE STUDENT PILOT EXPERIENCED A PARTIAL POWER LOSS. THE STUDENT APPLIED CARBURETOR HEAT, BUT THE ENGINE CONTINUED TO RUN ROUGH. THE STUDENT TURNED TOWARDS THE AIRSTRIP AND ATTEMPTED AN EMGCY LNDG. THE ACFT TOUCHED DOWN AT 2000FT PAST THE THRESHOLD AND RAN OFF THE END OF THE RWY. THE WRECKAGE EXAMINATION DISCLOSED THAT THE RIGHT MAGNETO COIL WAS CRACKED AND THERE WAS CORROSION INSIDE OF THE MAGNETO'S HOUSING. THE LEFT MAGNETO'S INTERNAL POINTS WERE NOT PROPERLY SET.



Brief of Accident (Continued)

File No. - 748

8/25/87

BAXLEY,GA

A/C Reg. No. N4275F

Time (Lcl) - 1900 EDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 716      8/10/87      EUGENE ISLAND,GM      A/C Reg. No. N5000Y      Time (Lcl) - 1655 CDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-PETROLEUM HELICOPTERS,INC	DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	0	1	0	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	1	0	
Accident Occurred During	-TAKEOFF							

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT			
No. of Seats	- 6	Rated Power	- 435 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EUGENE IS.85,GM	EUGENE ISLAND
Wind Dir/Speed- 240/014 KTS		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 50/ 50
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Flight Plan - COMPANY (VFR)	Runway Surface - METAL/WOOD
Lowest Ceiling - NONE	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
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)
COMMERCIAL	Current - YES	Total - 5502
	Months Since - 10	Last 24 Hrs - 8
HELICOPTER	Aircraft Type - 206B	Make/Model- 3059
		Last 30 Days- UNK/NR
		Instrument- 273
		Last 90 Days- 150
		Rotorcraft - 5502

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE ACFT EXPERIENCED A MAIN ROTOR BLADE STRIKE DURING TAKEOFF FROM AN OFFSHORE PLATFORM. THE ROTOR BLADE STRUCK THE UNDERSIDE OF A CABLE RACEWAY ON A DRILLING RIG THAT WAS SITUATED ADJACENT TO THE PLATFORM HELIDECK. THE RACEWAY WAS 9 FEET Laterally AND 22 FEET ABOVE THE HELIDECK EDGE. PLT HAD LANDED ON THE HELIDECK WHILE ANOTHER ACFT WAS PARKED ON THE DECK REQUIRING ACCIDENT PLT TO MAKE AN APP TO A HOVER THEN SLIDE SIDEWAYS ACROSS THE PAD AND SET DOWN WITH THE MAIN ROTOR BLADES UNDER LAPPING THE BOTOM OF THE JACK UP DRILLING PLATFORM. AFTER LIFTOFF TO A HOVER, THE PLT WAS ATTEMPTING TO TRANSITION TO FWD FLT WHEN THE ROTOR STRIKE OCCURRED. FOLLOWING THE STRIKE, HE ATTEMPTED TO INFLATE. OPR'S SOP CALLS FOR MINIMUM OF 1/3 ROTOR DISC CLEARANCE FROM ALL OBSTACLES DURING T/O AND LNDG. THIS CLEARANCE COULD NOT BE MAINTAINED WITH ONE ACFT ALREADY PARKED ON THE HELIDECK.

Brief of Accident (Continued)

File No. - 716

8/10/87

EUGENE ISLAND, GM

A/C Reg. No. N5000Y

Time (Lcl) - 1655 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
  2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - CONGESTED
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

5. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - FAILURE, TOTAL
  6. MISC ROTORCRAFT, EMERGENCY FLOATATION GEAR - UNDETERMINED
- 

----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. - 791      4/20/87      MARION, IA      A/C Reg. No. N67751      Time (Lcl) - 1300 CDT

-----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	2	Serious	Minor	None
Accident Occurred During -LANDING			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 - 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	MARION
Wind Dir/Speed- 170/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 100
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling -	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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1250
SE LAND	Months Since - 17	Make/Model- UNK/NR
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI AND STU WERE PRACTICING APPROACHES TO THE MARION, IOWA ARPT. SEVERAL WITNESSES STATED THAT THE T & G LNDGS WERE UNUSUAL WHICH GAINED THEIR ATTN. ON THE LAST APPCH THE ACFT WAS OBSERVED TO BE SLOW DURING THE UNUSUALLY STEEP APPCH. ABT 15 TO 20 FT AGL THE ACFT PITCHED NOSE DOWN UNTIL STRIKING THE RWY. THE ACFT BROKE IN HALF WITH THE NOSE AND WINGS FLIPPING INVERTED. THE WITNESSES THOUGHT THAT THE ACFT HAD STALLED ABV THE RWY CRASHING IN A NOSE LOW ATTITUDE. NO MECHANICAL MALFUNCTION WAS NOTED DURING THE ON SCENE INSPECTION OF THE ACFT.

Brief of Accident (Continued)

File No. - 791

4/20/87

MARION, IA

A/C Reg. No. N67751

Time (Lcl) - 1300 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
2. STALL - INADVERTENT - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 794      4/21/87      OGDEN, IA      A/C Reg. No. N44626      Time (Lcl) - 2221 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

NONE

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

Make/Model - PIPER PA-32-300  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540K15  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - IMC  
Wind Dir/Speed- 330/006 KTS  
Visibility - 3.000 SM  
Lowest Sky/Clouds - 400 FT SCATTERED  
Lowest Ceiling - 1000 FT OVERCAST  
Obstructions to Vision- FOG  
Precipitation - DRIZZLE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
AMES, IA  
Destination  
CARROLL, IA

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)  
PRIVATE  
SE LAND

Age - 49  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 198	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS EQUIPPED FOR IFR FLIGHT. THE PILOT WAS NOT INSTRUMENT RATED. THE PILOT HAD BEEN BRIEFED EARLIER THAT VFR FLIGHT WAS NOT RECOMMENDED. THE PILOT DID NOT UPDATE THE WEATHER FOR THIS FLIGHT. THE FRONT OF THE AIRPLANE WAS BURIED SEVEN FEET IN THE GROUND. AT IMPACT, THE ENGINE WAS RUNNING, THERE WAS ELECTRICAL POWER TO THE CIRCUITS AND THE ROTORS IN THE GYROS WERE OPERATING.

Brief of Accident (Continued)

File No. - 794

4/21/87

OGDEN, IA

A/C Reg. No. N44626

Time (Lcl) - 2221 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
7. IMPROPER DECISION, SPATIAL DISORIENTATION - 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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 614      6/03/87      SIGOURNEY,IA      A/C Reg. No. N21711      Time (Lcl) - 0800 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -POSITIONING  
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	0

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

Make/Model      - CESSNA 188-B  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 4200  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL IO-520-D  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 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- 310/020 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  
LIVERMORE,IA  
Destination  
SIGOURNEY,IA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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)  
COMMERCIAL  
SE LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2665
Make/Model-	940
Instrument-	3
Multi-Eng -	UNK/NR
Last 24 Hrs -	6
Last 30 Days-	13
Last 90 Days-	30
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN UNLOADED RE-POSITIONING FLT TO BEGIN AN AERIAL APPLICATION OPERATION, THE PIC EXPERIENCED A TOTAL ENGINE FAILURE. A FORCED LDG WAS ATTEMPTED AND ACFT HIT A DITCH AND WAS SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 614

6/03/87

SIGOURNEY, IA

A/C Reg. No. N21711

Time (Lc1) - 0800 CDT

-----  
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      CRUISE

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

Finding(s)

2. TERRAIN CONDITION - DITCH  
3. TERRAIN CONDITION - DIRT BANK

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

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

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. - 612      6/08/87      ANKENY, IA      A/C Reg. No. N1990N      Time (Lcl) - 1215 CDT

-----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 140	Eng Make/Model - CONTINENTAL C-85-12	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	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	ANKENY, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 360/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 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		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 11000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 200
	Aircraft Type - 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) - AIRPLANE

-----Narrative-----

WHILE PRACTICING TAKE OFFS AND LANDINGS, CFI AND STUDENT EXPERIENCED ENGINE FAILURE SHORTLY AFTER TAKE OFF. AN EMERGENCY LANDING WAS INITIATED, AND DURING FORCED LANDING ATTEMPT THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE CFI STATED THE ENGINE QUIT DUE TO FUEL STARVATION. ACFT FUEL SELECTOR VALVE WAS ON INCORRECT AND EMPTY FUEL TANK.

Brief of Accident (Continued)

File No. - 612

6/08/87

ANKENY, IA

A/C Reg. No. N1990N

Time (Lcl) - 1215 CDT

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

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION

2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND(CFI)

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3            MAIN GEAR COLLAPSED

Phase of Operation      LANDING

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE

-----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. - 632      5/29/87      GLENN'S FERRY, ID      A/C Reg. No. N503CW      Time (Lc1) - 1901 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	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	- BEECH BE18	Eng Make/Model	- P & W R985AB14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9700	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 290/003 KTS	GLENN'S FERRY MUNICIPAL	
Visibility	- 40.0 SM	Runway Ident	- 08
Lowest Sky/Clouds	- 6000 FT SCATTERED	Runway Lth/Wid	- 3200/ 190
Lowest Ceiling	- 10000 FT BROKEN	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- UNK/NR
Precipitation	- NONE		
Condition of Light	- DUSK		

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 3000	Last 24 Hrs - 8
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 400	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 200	Last 90 Days - 255
		Multi-Eng - 2000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE AT CRZ, PLT ENCOUNTERED TURBULENCE. SHORTLY THEREAFTER, EXPERIENCED ELEVATOR CONTROL DIFFICULTIES AND YOKE VIBRATIONS. PLT DECLARED EMERG, REQUESTED VECTOR TO CLOSEST AIRPORT. MTN HOME AFB RAPCON GAVE VECTOR TO GLENN'S FERRY AIRPORT. ON APPROACH, PLT SIGHTED LARGE "X" MARKS ON RWY, INDICATING AIRPORT CLOSED, BUT DUE NATURE OF EMERG, ELECTED TO CONTINUE. DUE CONDITIONS OF DUSK, PLT DID NOT SIGHT OBSTRUCTIONS (LARGE DIRT MOUNDS) ON RWY UNTIL COMMITTED. PLT ATTEMPTED TO STEER CLEAR ON T/D AND ROLL, BUT UNABLE; COLLIDED WITH ONE OR MORE BEFORE COMING TO REST. INVEST REVEALED ELEV TAB CONTROL ROD END HAD TORN FREE OF TAB HORN. HORN SHOWED EVIDENCE OF PREVIOUS WEAR NECESSITATING OVERSIZE BEARING. CONTINUED WEAR REDUCED CROSS-SECTION; UNABLE TO WITHSTAND TURB-INDUCED FLT LOADS. MTN HOME AFB NOT ON CLASS B NOTAM DIST AT TIME OF MISHAP.

Brief of Accident (Continued)

File No. - 632

5/29/87

GLENN'S FERRY, ID

A/C Reg. No. N503CW

Time (Lcl) - 1901 MDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE - NORMAL

Finding(s)

2. FLIGHT CONTROL, ELEVATOR ATTACHMENT - WORN
3. FLIGHT CONTROL, ELEVATOR ATTACHMENT - OVERLOAD

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

Finding(s)

4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. TERRAIN CONDITION - DITCH
7. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND

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

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

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. - 743      3/08/87      GENOA,IL      A/C Reg. No. N4200J      Time (Lcl) - 1720 CST

----Basic Information----

Type Operating Certificate-ON-DEMAND AIR TAXI	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	2
					None
					1
					0

----Aircraft Information----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/NO
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 - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	DEKALB,IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

----Personnel Information----

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 94
SE LAND	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 15
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 24

Instrument Rating(s) - NONE

----Narrative----

THE AIRCRAFT EXPERIENCED A LOSS OF POWER ON TAKEOFF, FOR UNDETERMINED REASONS, AND WAS FORCED TO MAKE AN EMERGENCY LANDING. ON IMPACT THE NOSE GEAR AND MAIN LANDING GEAR SHEARED OFF.

Brief of Accident (Continued)

File No. - 743

3/08/87

GENOA,IL

A/C Reg. No. N4200J

Time (Lcl) - 1720 CST

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

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. LANDING GEAR,MAIN GEAR - OVERLOAD
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) .1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 707      5/16/87      LANSING, IL      A/C Reg. No. N97193      Time (Lcl) - 1305 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

1

0

Minor

0

0

None

0

3

-----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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 260/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PAXTON, IL

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

LANSING MUNICIPAL

Runway Ident - 27

Runway Lth/Wid - 2432/ 75

Runway Surface - ASPHALT

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 100

Make/Model- 6

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN ATTEMPTED GO-AROUND, THE RIGHT WING STRUCK A TREE, THE LEFT WING THEN CONTACTED A BUILDING AND THE AIRCRAFT IMPACTED IN A FRESHLY PLOWED FIELD. WITNESSES REPORT THE AIRCRAFT WAS HIGH AND FAST AND DRIFTING TO THE RIGHT OF RUNWAY CENTERLINE. ALSO ACCORDING TO THE WITNESSES, THE PILOT HAD MADE TWO OR THREE ATTEMPTS TO LAND PRIOR TO THE ACCIDENT.



Brief of Accident (Continued)

File No. - 707

5/16/87

LANSING,IL

A/C Reg. No. N97193

Time (Lcl) - 1305 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. OBJECT - TREE(S)
4. OBJECT - BUILDING(NONRESIDENTIAL)

-----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. - 738	6/20/87	WAUKEGAN, IL	A/C Reg. No. N94739	Time (Lcl) - 0855 CDT
----------------	---------	--------------	---------------------	-----------------------

---

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	UNK/NR	Pass	0	0
Accident Occurred During - LANDING			0	0
			2	0
			0	0

---

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	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 - 108 HP	

---

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WAUKEGAN REG.
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3750/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	TOUCH AND GO	
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 - 776
SE LAND,ME LAND	Months Since - 13	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 54
		Multi-Eng - 80
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 149

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

WHILE ON FINAL APPROACH JUST PAST THE THRESHOLD OF RUNWAY 32 AT ABOUT 10 FEET AGL, A HELICOPTER CROSSED IN FRONT OF THE CESSNA 152. THE STUDENT PILOT ADDED POWER AND PULLED BACK ON THE YOKE. THE INSTRUCTOR PILOT THEN TOOK THE CONTROLS AND ATTEMPTED TO GET THE NOSE DOWN AND WINGS LEVEL BUT THE PLANE STRUCK THE GROUND.

---

Brief of Accident (Continued)

File No. - 738

6/20/87

WAUKEGAN, IL

A/C Reg. No. N94739

Time (Lcl) - 0855 CDT

Occurrence #1            ABRUPT MANEUVER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - POOR - PILOT OF OTHER AIRCRAFT
3. REMEDIAL ACTION - ATTEMPTED - DUAL STUDENT
4. PULL-UP - MISJUDGED - DUAL STUDENT
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. STALL - INADVERTENT - DUAL STUDENT
7. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
8. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #3            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) 1,2,3,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 692	4/24/87	TERRE HAUTE, IN	A/C Reg. No. N51881	Time (Lc1) - 2110 EST
----------------	---------	-----------------	---------------------	-----------------------

---

----Basic Information----

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

---

----Aircraft Information----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/NO
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 - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	INDIANAPOLIS, IN	SKY KING
Wind Dir/Speed- 010/006 KTS	ATC/Airspace	Runway Ident - 26
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3565/ 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 - NIGHT(DARK)		

---

----Personnel Information----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 367
ME LAND	Months Since - UNK/NR	Make/Model- 106
	Aircraft Type - UNK/NR	Instrument- 73
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 74
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

---

----Narrative----

AIRCRAFT STALLED ON TAKEOFF DURING AN INSTRUCTIONAL FLIGHT. NO MALFUNCTIONS OR MECHANICAL PROBLEMS WERE REPORTED BY EITHER PILOT. WITNESSES REPORTED THAT THE ENGINE SOUNDED SMOOTH BUT DID NOT SEEM TO BE DEVELOPING FULL POWER. INSPECTION OF AIRCRAFT AFTER THE ACCIDENT REVEALED THE TRIM TAB IN THE NOSE UP POSITION.

---

Brief of Accident (Continued)

File No. - 692

4/24/87

TERRE HAUTE, IN

A/C Reg. No. N51881

Time (Lcl) - 2110 EST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TRIM SETTING - IMPROPER - DUAL STUDENT
2. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
3. AIRSPEED(VLOF) - INADEQUATE - DUAL STUDENT
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
6. STALL - NOT CORRECTED - PILOT IN COMMAND(CFI)

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) 1,2,4,5,6

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 691	4/30/87	KENTLAND, IN	A/C Reg. No. N23781	Time (Lcl) - 1930 CDT
----------------	---------	--------------	---------------------	-----------------------

---

-----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	- PIPER PA-38-112	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	- 112 HP		

---

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRPORT	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 360/008 KTS	KENTLAND MUNI	
Visibility	- 13.0 SM	Runway Ident	- 09
Lowest Sky/Clouds	- 25000 FT SCATTERED	Runway Lth/Wid	- 3500/ 50
Lowest Ceiling	- UNK/NR	Runway Surface	- ASPHALT
Obstructions to Vision	- NONE	Runway Status	- UNK/NR
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)
PRIVATE	Current - YES	Total - 895
SE LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model - 27
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - 52
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

---

Instrument Rating(s) - NONE

---

-----Narrative-----

PILOT REPORTED A LOSS OF POWER APPROX. 10 TO 30 FEET ABOVE THE RUNWAY. THE AIRCRAFT CAME TO REST ALONG THE LEFT SIDE AND APPROX. 1500 FEET DOWN THE 3500-FOOT RUNWAY. INSPECTION OF THE AIRCRAFT AFTER THE ACCIDENT DID NOT REVEAL ANY EVIDENCE OF ENGINE PROBLEMS. THE PROPELLER HAD BROKEN OFF THE CRANKSHAFT AND A PORTION OF THE CRANKSHAFT FLANGE WAS BENT AFT. A 1/2-INCH GOUGE IN THE RUNWAY NEAR THE ACCIDENT SITE WAS REPORTED. THE NOSE GEAR HAD COLLAPSED.

---

Brief of Accident (Continued)

File No. - 691

4/30/87

KENTLAND, IN

A/C Reg. No. N23781

Time (Lcl) - 1930 CDT

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

Finding(s)

1. UNDETERMINED
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
3. ENGINE ASSEMBLY, CRANKSHAFT - BENT

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. FLARE - IMPROPER - PILOT IN COMMAND
6. 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) 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. - 690      5/02/87      EVANSVILLE, IN      A/C Reg. No. N6401H      Time (Lcl) - 1150 EDT

-----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	Pass	0	0	0	1
Accident Occurred During	-LANDING	NONE	0	0	0	0

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

Make/Model	- BEECH 58P	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 325 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data EVANSVILLE DRESS REGIONAL</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 5080/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
---	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1680</p> <p>Make/Model- 900</p> <p>Instrument- 220</p> <p>Multi-Eng - 1180</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
--	--	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL-OUT THE LEFT MAIN AND NOSE GEAR COLLAPSED. THE PILOT STATED IN HIS REPORT THAT HE DOES NOT RECALL TOUCHING ANY SWITCHES ON ROLL-OUT. HOWEVER, UPON EXITING THE AIRCRAFT, THE PILOT REPORTED THAT THE LANDING GEAR RELAY WAS TRIPPED OPEN AND THE FLAPS HAD BEEN RETRACTED. INSPECTION OF THE LANDING GEAR AFTER THE ACCIDENT DID NOT REVEAL ANY MECHANICAL FAILURE OF THE GEAR OR ITS COMPONENTS.



Brief of Accident (Continued)

File No. - 690

5/02/87

EVANSVILLE, IN

A/C Reg. No. N6401H

Time (Lc1) - 1150 EDT

---

Occurrence #1        GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - UNDETERMINED
- 

----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. - 708      5/09/87      LEBANON, IN      A/C Reg. No. N2224N      Time (Lcl) - 1200 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	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	0

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

Make/Model - CESSNA 120	Eng Make/Model - CONTINENTAL C85-12A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 85 HP	

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/011 KTS</p> <p>Visibility - 15.0 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 PEORIA, IL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BOONE COUNTY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3600/ 30</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - UNK/NR</p>
--	--	--

-----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 - 236
SE LAND	Months Since - 10	Make/Model- 100
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RUNWAY 18, PILOT LOST DIRECTIONAL CONTROL AND VEERED OFF LEFT SIDE OF RUNWAY INTO A GULLY. THE PILOT STATED PRIOR TO LANDING HE RECEIVED WINDS REPORTED FROM 220 DEGREES AT 11 KNOTS THROUGH ATIS.

Brief of Accident (Continued)

File No. - 708

5/09/87

LEBANON, IN

A/C Reg. No. N2224N

Time (Lcl) - 1200 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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 TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

-----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. - 687	5/30/87	PLYMOUTH, IN	A/C Reg. No. N8231D	Time (Lcl) - 0030 EST
----------------	---------	--------------	---------------------	-----------------------

---

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					1
					5

---

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

Make/Model - PIPER PA-34-200T	Eng Make/Model - CONTINENTAL TSIO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4570	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	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	GRAND RAPIDS, MI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PLYMOUTH MUNI
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3570/ 60
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

---

-----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 - 2325
SE LAND, ME LAND	Months Since - 21	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 460
		Last 30 Days- UNK/NR
		Instrument- 300
		Last 90 Days- 53
		Multi-Eng - 575

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

WHILE ON FINAL APPROACH ABOUT 200 FEET FROM THE END OF THE RUNWAY, THE RIGHT FRONT SEAT PASSENGER TOLD THE PILOT SHE THOUGHT SHE SAW A DEER. THE PILOT ADDED POWER FOR A POSSIBLE GO-AROUND. SINCE HE DID NOT SEE ANY DEER, THE PILOT CONTINUED HIS LANDING. HE RETARDED POWER AND FLARED THE AIRCRAFT "SOMEWHAT HIGH." THE AIRCRAFT LANDED HARD AND PORPOISED.

---

Brief of Accident (Continued)

File No. - 687

5/30/87

PLYMOUTH, IN

A/C Reg. No. N8231D

Time (Lcl) - 0030 EST

---

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - ANIMAL(S)
  2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

4. FLARE - IMPROPER - PILOT IN COMMAND
  5. RECOVERY FROM BOUNCED LANDING - POOR - 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

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. - 739      6/12/87      LAKE VILLAGE, IN      A/C Reg. No. N91927      Time (Lcl) - 1445 CDT

-----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	0	1
			0	0	0	1

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

Make/Model - CESSNA 182M	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES-UNK/NR
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LANSING, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE VILLAGE
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2480/ 150
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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 307
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 186
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BOUNCED TWICE WHILE LANDING ON RUNWAY 36 AND NOSED OVER AFTER THE THIRD BOUNCE. PILOT REPORTS BEING HIGH ON FINAL WITH 20 DEGREES FLAPS SO SHE APPLIED FULL FLAPS AND STEEPENED GLIDE ANGLE. SHE ALSO REPORTS A NORTHWEST CROSSWIND AT 15 TO 20 KNOTS, AND THAT THE AIR WAS "ROUGH FROM THERMALS COMING OFF OF THE TREES, FIELDS AND HIGHWAY SOUTH OF RUNWAY."

Brief of Accident (Continued)

File No. - 739

6/12/87

LAKE VILLAGE, IN

A/C Reg. No. N91927

Time (Lc1) - 1445 CDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. PROPER DESCENT RATE - EXCESSIVE - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - POOR - 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) 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. - 737      6/24/87      FT. WAYNE, IN      A/C Reg. No. N52362      Time (Lcl) - 1510 EST

-----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  
DESTROYED  
Fire  
ON GROUND

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

-----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      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 060/006 KTS  
Visibility      - 8.0 SM  
Lowest Sky/Clouds      - 4000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
RICHMOND, IN  
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

Runway Ident      - 23  
Runway Lth/Wid      - 3110/ 100  
Runway Surface      - ASFHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 77	Last 24 Hrs	- 2
Make/Model-	7	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE AIRSPEED INDICATOR FAILED IN FLIGHT. THE AIRCRAFT LANDED HARD AND PORPOISED. THE NOSE WHEEL BROKE OFF AND THE AIRCRAFT SKIDDED DOWN THE RUNWAY GRINDING OFF THE BOTTOM OF THE CARBURETOR. A FIRE BROKE OUT DESTROYING THE AIRCRAFT. WITNESSES REPORTED THE AIRPLANE APPEARED FAST ON LANDING AND THAT THE FLAPS WERE NOT DOWN. THE CAUSE OF THE AIRSPEED INDICATOR PROBLEM COULD NOT BE DETERMINED DUE TO FIRE DAMAGE TO THE COCKPIT AND PITOT TUBE.



Brief of Accident (Continued)

File No. - 737

6/24/87

FT. WAYNE, IN

A/C Reg. No. N52362

Time (Lcl) - 1510 EST

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

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - UNDETERMINED

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

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)

7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. FUEL SYSTEM, CARBURETOR - SEPARATION

Occurrence #4 FIRE  
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) 2,5,6

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. - 616      4/17/87      KIPP,KS      A/C Reg. No. N8599L      Time (Lcl) - 1020 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During - LANDING			0	0	0
			0		0

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540B2B5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3199
SE LAND, ME LAND	Months Since - 12	Make/Model- 2894
	Aircraft Type - UNK/NR	Instrument- 45
		Multi-Eng - 14
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 62
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE CRANKSHAFT BROKE INTO TWO PIECES DURING AN AG FLIGHT AND DURING THE FORCED LANDING IN A WET, SOFT FIELD, THE AIRPLANE NOSED FORWARD TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 616

4/17/87

KIPP,KS

A/C Reg. No. N8599L

Time (Lc1) - 1020 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CRANKSHAFT - 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 - WET
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

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. - 727      5/07/87      HARPER,KS      A/C Reg. No. N5609J      Time (Lcl) - 0630 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model      - CESSNA 188  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3800  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 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- CALM  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
HARPER,KS  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HARPER 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  
SE LAND, ME LAND

Age - 35  
Biennial Flight Review  
Current      - YES  
Months Since      - 16  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	1605
Make/Model-	950
Instrument-	0
Multi-Eng -	285
Last 24 Hrs -	UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PREPARING TO SPRAY A WHEATFIELD. DURING THE SECOND 1/3 OF PROCEDURAL TURNAROUND, THE AIRCRAFT STRUCK POWERLINES, THEN THE GROUND. THE AIRCRAFT WAS DESTROYED BY POST-IMPACT FIRE.

Brief of Accident (Continued)

File No. - 727

5/07/87

HARPER,KS

A/C Reg. No. N5609J

Time (Lcl) - 0630 CDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - CROP
- 

-----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. - 696      5/27/87      HAWESVILLE, KY      A/C Reg. No. N9180F      Time (Lcl) - 2000 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	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- HUGHES 369HS	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2400	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 400 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	- 0.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- DIRT
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		HIGH VEGETATION
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6328	Last 24 Hrs - 7
SE LAND	Months Since - 7	Make/Model - 371	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UH-1	Instrument - 110	Last 90 Days - UNK/NR
			Rotorcraft - 5266

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

DURING A WEED CONTROL SPRAYING OPERATION, THE PILOT EXPERIENCED A POWER FAILURE 45 FEET ABOVE THE GROUND. THE AUTOROTATION ATTEMPT RESULTED IN THE HELICOPTER IMPACTING THE GROUND ON IT'S LEFT SIDE. THE INVESTIGATION DISCLOSED THAT THE FLEXIBLE FUEL LINE TO THE ENGINE DRIVEN FUEL PUMP WAS LOOSE AT THE B-NUT. THE ENGINE ASSEMBLY WAS INSTALLED ABOUT SEVEN HOURS PRIOR TO THE ACCIDENT. THERE WERE NO OTHER SYSTEM FAILURES. IT WAS APPARENT THAT THE B-NUT WAS NOT PROPERLY SECURED WHEN THE ENGINE WAS LAST INSTALLED.

Brief of Accident (Continued)

File No. - 696

5/27/87

HAWESVILLE, KY

A/C Reg. No. N9180F

Time (Lc1) - 2000 CDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
  2. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
  3. FUEL SYSTEM, LINE FITTING - LOOSE
- 

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

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 640      5/29/87      TRENTON, KY      A/C Reg. No. N68163      Time (Lcl) - 0930 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	0	0	0
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 -APPROACH						

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235	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	CLARKSVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRENTON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 417
SE LAND	Months Since - 2	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 190
		Last 30 Days- UNK/NR
		Instrument- 154
		Last 90 Days- 248
		Multi-Eng - 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL INSTRUCTION FLIGHT WAS PRACTICING SOFT FIELD LANDINGS AT A PRIVATE GRASS STRIP. THE AIRCRAFT STALLED DURING A GO-AROUND ATTEMPT ON THE SECOND APPROACH WHEN THE STUDENT PILOT EXECUTED A STEEP PULLUP TO CLEAR POWERLINES. THE AIRCRAFT PITCHED DOWN, IMPACTED THE GROUND ON THE NOSE AND FLIPPED INVERTED.



Brief of Accident (Continued)

File No. - 640

5/29/87

TRENTON, KY

A/C Reg. No. N68163

Time (Lcl) - 0930 CDT

---

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND(CFI)
  2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
  3. GO-AROUND - DELAYED - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

----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. - 606      3/28/87      MANY, LA      A/C Reg. No. N2946Y      Time (Lc1) - 1700 CST

-----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	1
Accident Occurred During - LANDING			0	0	0	3

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540 K1G5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SHAVEPORT, LA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - 18
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - 3300/ 50
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Obstructions to Vision- NONE	GO AROUND	
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)
PRIVATE	Current - YES	Total - 350
SE LAND	Months Since - 23	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT RAN OFF THE END OF A 3,300' PVT AIRSTRIIP INTO A LAKE DURING AN ATTEMPTED GO AROUND. THE WINDS WERE CALM. THE PLT REPORTED THAT HE LANDED LONG AND FAST OVER TREES AT THE THRESHOLD AND DELAYED INITIATING A GO AROUND UNTIL IT WAS TOO LATE. THE AIRCRAFT SUBSEQUENTLY WENT OFF THE END OF THE RUNWAY INTO THE LAKE.

Brief of Accident (Continued)

File No. - 606

3/28/87

MANY, LA

A/C Reg. No. N2946Y

Time (Lcl) - 1700 CST

---

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

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. GO-AROUND - DELAYED - PILOT IN COMMAND
  4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
  5. AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
  6. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 720      4/28/87      MINDEN, LA      A/C Reg. No. N55889      Time (Lcl) - 1355 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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - LAW OSPREY-2	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NATCHEZ, MS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MINDEN-WEBSTER
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 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 - TRAFFIC PATTERN	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)
PRIVATE	Current - UNK/NR	Total - 350
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - 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) - NONE

-----Narrative-----

PILOT STATED THAT HE FLARED ABOUT TEN FEET TOO HIGH AND LANDED HARD COLLAPSING THE MAIN GEAR FOLLOWED BY THE AIRCRAFT SLIDING OFF THE RUNWAY AND COLLIDING WITH A DITCH WHERE SUBSTANTIAL DAMAGE OCCURRED.

Brief of Accident (Continued)

File No. - 720

4/28/87

MINDEN, LA

A/C Reg. No. N55889

Time (Lcl) - 1355 CDT

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

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. FLARE - PREMATURE - PILOT IN COMMAND

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - DITCH
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)

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. - 609      6/26/87      CHENNEYVILLE, LA      A/C Reg. No. N7500K      Time (Lcl) - 1330 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 - GRUMMAN G-164B	Eng Make/Model - P & W R1340AN	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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	CHENNEYVILLE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
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)
COMMERCIAL	Current - YES	Total - 14000
SE LAND, ME LAND	Months Since - 3	Make/Model- 1500
	Aircraft Type - C-172	Instrument- UNK/NR
		Multi-Eng - 6000
		Last 24 Hrs - 8
		Last 30 Days- 60
		Last 90 Days- 180
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE EXPERIENCED A TOTAL LOSS OF POWER DUE TO A FAILED #1 CONNECTING ROD. DURING THE FORCED LANDING THE LEFT WING CONTACTED COTTON PLANTS WHICH CAUSED THE AIRCRAFT TO VEER LEFT AND FLIP INVERTED.

Brief of Accident (Continued)

File No. - 609

6/26/87

CHENNEYVILLE, LA

A/C Reg. No. N7500K

Time (Lcl) - 1330 CDT

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

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 - CROP
3. TERRAIN CONDITION - HIGH VEGETATION

-----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. - 732      6/28/87      ST.FRANCISVILLE,LA      A/C Reg. No. N532X      Time (Lcl) - 1345 CDT

-----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	- AIR COMMAND 532	Eng Make/Model	- ROTAX 532	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 65 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- 150/007 KTS</p> <p>Visibility - 15.0 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;">NEW ROADS,LA</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 - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 43</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - NO</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 142</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 21</td> <td>Last 30 Days- 6</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 7</td> </tr> <tr> <td></td> <td>Rotorcraft - 36</td> </tr> </table>	Total - 142	Last 24 Hrs - 3	Make/Model- 21	Last 30 Days- 6	Instrument- 0	Last 90 Days- 7		Rotorcraft - 36
Total - 142	Last 24 Hrs - 3									
Make/Model- 21	Last 30 Days- 6									
Instrument- 0	Last 90 Days- 7									
	Rotorcraft - 36									

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE GYROPLANE FLYING AT 10-15 FEET AGL WHEN IT STARTED A TURN TO THE RIGHT. IT CONTINUED THE RIGHT TURN AND DESCENDED INTO THE GROUND. DR. MOORE OF THE FAA SW REGIONAL FLIGHT SURGEON'S OFFICE STATED THAT THE PLT HAD CORONARY DISEASE AND THAT HE WAS INCAPACITATED AND POSSIBLY UNCONSCIOUS WHEN THE ACCIDENT OCCURRED DUE TO A HEART ATTACK SUFFERED DURING THE FLIGHT. RECORDS INDICATED THAT THE PLT'S LAST MEDICAL WAS DATED AUGUST 16, 1984.



Brief of Accident (Continued)

File No. - 732

6/28/87

ST.FRANCISVILLE,LA

A/C Reg. No. N532X

Time (Lc1) - 1345 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
2. INCAPACITATION(HEART ATTACK) - 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. - 662	7/02/87	RAYVILLE, LA	A/C Reg. No. N3239J	Time (Lcl) - 1615 CDT
----------------	---------	--------------	---------------------	-----------------------

---

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 137	Crew	0	0	0
Accident Occurred During - LANDING	Pass	0	0	0

---

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

Make/Model - CESSNA T188C	Eng Make/Model - CONTINENTAL TSI0520T	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BROWN'S STRIP
Wind Dir/Speed- VARIABLE/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2921
SE LAND, ME LAND	Months Since - 3	Last 24 Hrs - 8
	Aircraft Type - M20C	Make/Model- 1258
		Last 30 Days- UNK/NR
		Instrument- 444
		Last 90 Days- 153
		Multi-Eng - 508

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE AIRCRAFT HAD TO TAKE OFF EASTBOUND DUE TO OBSTRUCTIONS AT THE WEST END OF THE STRIP. THE SIX TO EIGHT KNOT WIND WAS VARIABLE FROM A RIGHT CROSSWIND TO A SLIGHT TAILWIND. INVESTIGATION REVEALED THE AIRCRAFT'S WEIGHT EXCEEDED THAT ESTABLISHED BY THE MANUFACTURER. LIFTOFF WAS ACHIEVED BUT THE AIRCRAFT STARTED SETTLING AS SOON AS IT CLIMBED OUT OF GROUND EFFECT. THE DESCENT WAS ARRESTED BUT CLIMB COULD NOT BE RE-ESTABLISHED BEFORE THE AIRCRAFT CONTACTED HIGH VEGETATION BEYOND THE END OF THE RUNWAY AND DESCENDED TO THE GROUND. TOUCHDOWN WAS ON ROUGH TERRAIN. A COMBINATION OF HIGH VEGETATION AND ROUGH TERRAIN CAUSED THE AIRCRAFT TO NOSE DOWN BEFORE IT STOPPED.

---

Brief of Accident (Continued)

File No. - 662

7/02/87

RAYVILLE, LA

A/C Reg. No. N3239J

Time (Lcl) - 1615 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND

Occurrence #2 NOSE DOWN  
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
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

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. - 731      7/07/87      LACASSINE, LA      A/C Reg. No. N9778      Time (Lcl) - 1130 CDT

-----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
Accident Occurred During	-TAKEOFF			0	0	0
				0		1
						0

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

Make/Model	- GRUMMAN G-164A	Eng Make/Model	- P & W R1340 AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
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 AIRSTRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- UNK/NR
Wind Dir/Speed	- 180/005 KTS	ATC/Airspace		Runway Lth/Wid	- UNK/NR
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Status	- UNK/NR
Lowest Ceiling	- 2500 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 17289	Last 24 Hrs - 3
SE LAND	Months Since - 5	Make/Model- 4500	Last 30 Days- 40
	Aircraft Type - C-152	Instrument- 0	Last 90 Days- 360

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE AIRCRAFT'S TAIL WHEEL BROKE DURING THE TAKEOFF ROLL CAUSING THE AIRCRAFT TO VEER TO THE RIGHT. THE RIGHT WING CONTACTED A SMALL TREE AND THE RIGHT MAIN GEAR WHEEL DROPPED INTO A DITCH WHICH WAS PARALLEL WITH THE RUNWAY. DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT NOSED OVER INTO AN INVERTED ATTITUDE AND STOPPED.

Brief of Accident (Continued)

File No. - 731

7/07/87

LACASSINE, LA

A/C Reg. No. N9778

Time (Lcl) - 1130 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - FAILURE, TOTAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - WET

Occurrence #4 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) 1,2,3

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. - 661      7/25/87      OAK GROVE, LA      A/C Reg. No. N2092J      Time (Lcl) - 0915 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation      -AERIAL APPLICATION  
Flight Conducted Under      -14 CFR 137  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - CESSNA T188C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 3300  
No. of Seats      - 1

Eng Make/Model      - CONTINENTAL TS10-520 T  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 310 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      - 120  
Visibility      - 7.0      SM  
Lowest Sky/Clouds      - 15000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OAK GROVE, LA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

BAYOU MEADOW AIRSTRIP  
Runway Ident      - 18  
Runway Lth/Wid      - 2700/      50  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age      - 28  
Biennial Flight Review  
Current      - YES  
Months Since      - 19  
Aircraft Type      - PA-28

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 2294	Last 24 Hrs	- 4
Make/Model	- 764	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 340

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO TAKE OFF WITH AN OVER GROSS WEIGHT CONDITION. THE WHEELS LEFT THE SURFACE ONLY AFTER THE GROUND FELL AWAY INTO A BAYOU. THE AIRCRAFT THEN REMAINED AIRBORNE UNTIL IT COLLIDED WITH BAYOU'S OPPOSITE BANK BUT DID NOT CLIMB DURING THIS TIME. FIRE ERUPTED AFTER GROUND IMPACT AND THE AIRCRAFT WAS CONSUMED BY GROUND FIRE.

Brief of Accident (Continued)

File No. - 661

7/25/87

OAK GROVE, LA

A/C Reg. No. N2092J

Time (Lcl) - 0915 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
  2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
  3. TERRAIN CONDITION - DIRT BANK
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
- 

Occurrence #2        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) 1,2

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. - 700	8/12/87	NEW IBERIA, LA	A/C Reg. No. N2764F	Time (Lcl) - 0900 CDT
----------------	---------	----------------	---------------------	-----------------------

---

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 2
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

---

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

Make/Model - BELL 206L-1	Eng Make/Model - ALLISON 250-C28	ELT Installed/Activated - NO -N/A
Landing Gear - EMERGENCY FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 6	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	LAFAYETTE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ACADIANA REG.
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
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,CFI	Current - YES	Total - 6250
SE LAND,ME LAND	Months Since - 3	Make/Model- 3227
HELICOPTER	Aircraft Type - 206	Instrument- 170
		Multi-Eng - 49
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 38
		Rotorcraft - 5946

Instrument Rating(s) - AIRPLANE,HELICOPTER

---

-----Narrative-----

CREW PERFORMING PRACTICE TOUCHDOWN AUTOROTATIONS DURING A TRNG FLT. ON 4TH AUTOROTATION, ACFT TOUCHED DOWN WITH EXCESS GRND SPEED AND SKIDDED FOR APPROX 75' ON THE WET, SOFT GRASS. WHEN CREW APPLIED POWER BACK TO FLIGHT RPM THEY HEARD A GRINDING SOUND AND FELT A VIBRATION. VISUAL INSP REVEALED THAT THE TAILBOOM HAD SEPARATED AFT OF THE ATTACHMENTS DUE TO RESONANCE. THIS ACFT IS SUBJECT TO RESONANCE IF ROTOR RPM IS ALLOWED TO DECAY BELOW 70% DURING TOUCHDOWN AUTOROTATIONS OR DURING LENGTHY GROUND RUNS.

---



Brief of Accident (Continued)

File No. - 700

8/12/87

NEW IBERIA, LA

A/C Reg. No. N2764F

Time (Lcl) - 0900 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - FAILURE, TOTAL
2. AUTOROTATION - PERFORMED - DUAL STUDENT
3. MISC ROTORCRAFT, TAIL BOOM - VIBRATION
4. RUN ON LANDING - PERFORMED - DUAL STUDENT
5. TERRAIN CONDITION - SOFT
6. AIRSPEED - MISJUDGED - DUAL STUDENT
7. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

-----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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 756      1/09/87      MARSTON MILLS, MA      A/C Reg. No. N5571C      Time (Lcl) - 1445 EST

-----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	1	0

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

Make/Model - CESSNA 170A	Eng Make/Model - CONTINENTAL C145-2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2050	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 - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 2500 FT SCATTERED</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHATHAM, MA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>CAPE COD</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>PRIVATE</p> <p>SE LAND, SE SEA</p>	<p>Age - 71</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 24</p> <p>Aircraft Type - 07</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3247</p> <p>Make/Model- 71</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 45</p> <p>Rotorcraft - UNK/NR</p>
---	---	---

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ON AN AERIAL PHOTOGRAPHY MISSION BUT DUE TO THE HEAVY CLOUD COVER, THE AIRCRAFT RETURNED TO DEPARTURE AIRPORT. THE ENGINE QUIT BEFORE REACHING THE RUNWAY AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH TERRAIN. EXAMINATION OF THE FUEL TANKS REVEALED THAT THE LEFT TANK CONTAINED 5 GALLONS OF FUEL WHILE THE RIGHT TANK CONTAINED ABOUT 2 GALLONS

Brief of Accident (Continued)

File No. - 756

1/09/87

MARSTON MILLS, MA

A/C Reg. No. N5571C

Time (Lc1) - 1445 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 753	1/21/87	ORANGE, MA	A/C Reg. No. N5171B	Time (Lcl) - 1215 EST
----------------	---------	------------	---------------------	-----------------------

---

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

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

---

-----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	CONCORD, NH	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ORANGE, MA	ORANGE
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 32
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 4600 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE	FULL STOP	
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)
STUDENT	Current - N/A	Total - 83
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 80
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

---

Instrument Rating(s) - NONE

---

-----Narrative-----

PILOT WAS LANDING AFTER A CROSS COUNTRY SOLO FLIGHT. THE AIRCRAFT HIT A PATCH OF ICE AND THE PILOT LOST DIRECTIONAL CONTROL CAUSING THE AIRCRAFT TO COLLIDE NOSE FIRST WITH A SNOW BANK. THE AIRCRAFT THEN SWUNG THE RIGHT WING AROUND INTO THE SNOW, CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

---

Brief of Accident (Continued)

File No. - 753

1/21/87

ORANGE, MA

A/C Reg. No. N5171B

Time (Lc1) - 1215 EST

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

Finding(s)

1. TERRAIN CONDITION - ICY
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

----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. - 751      1/29/87      TAUNTON, MA      A/C Reg. No. N49769      Time (Lcl) - 1330 EST

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

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

-----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 - NO
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	SAME AS ACC/INC	TAUNTON
Wind Dir/Speed- 310/010 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Make/Model- 23
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ALLOWED THE AIRCRAFT TO DRIFT TO THE LEFT SIDE OF THE RUNWAY DURING LANDING ROLL. THE LEFT MAIN GEAR CAUGHT A SNOWBANK, CAUSING THE AIRPLANE TO PIVOT COUNTERCLOCKWISE INTO THE SNOW AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 751

1/29/87

TAUNTON, MA

A/C Reg. No. N49769

Time (Lcl) - 1330 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - NOT CORRECTED - 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. - 733      2/01/87      LAWRENCE, MA      A/C Reg. No. N80116      Time (Lcl) - 1440 EST

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

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

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

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	OFF AIRPORT/STRIP
Method - N/A	LAWRENCE, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BEDFORD, MA	LAWRENCE
Wind Dir/Speed-	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 -	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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - NO	Total - 715
SE LAND, ME LAND	Months Since - 12	Make/Model- 475
	Aircraft Type - UNK/NR	Instrument- 83
		Multi-Eng - 19
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 21

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A SIMULATED ENGINE OUT, THE AIRCRAFT COLLIDED WITH POWER LINES, WHILE CLIMBING OUT AFTER DESCENDING OVER A POSSIBLE LANDING AREA. THE AIRCRAFT WAS ABLE TO CONTINUE FLIGHT AND LAND AT BEDFORD, MASSACHUSETTS WITHOUT FURTHER INCIDENT.



Brief of Accident (Continued)

File No. - 733

2/01/87

LAWRENCE,MA

A/C Reg. No. N80116

Time (Lcl) - 1440 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
2. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

3. OBJECT - WIRE,TRANSMISSION
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
5. LANDING GEAR,MAIN GEAR - SEPARATION
6. LANDING GEAR,NOSE GEAR - SEPARATION

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

Finding(s)

7. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 694      4/13/87      MARINE CITY, MI      A/C Reg. No. N4857B      Time (Lcl) - 1500 EDT

-----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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

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

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235 SERIES	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-----

<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- 220/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</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;">SAME AS ACC/INC</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;">TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MARINE CITY</p> <p>Runway Ident - 22</p> <p>Runway Lth/Wid - 2250/ 42</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;">STUDENT</p>	<p>Age - 19</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 22</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 22</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 15</td> </tr> </table>	Total - 22	Last 24 Hrs - 1	Make/Model- 22	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 15
Total - 22	Last 24 Hrs - 1							
Make/Model- 22	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 15							

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO TRAINING FLIGHT, THE STUDENT PILOT LANDED TOO FAST. THE AIRCRAFT PORPOISED, THE NOSE WHEEL COLLAPSED AND THE PLANE NOSED OVER.

Brief of Accident (Continued)

File No. - 694

4/13/87

MARINE CITY,MI

A/C Reg. No. N4857B

Time (Lcl) - 1500 EDT

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

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
  2. FLARE - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2       NOSE GEAR COLLAPSED  
Phase of Operation   LANDING - ROLL

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
  4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL
- 

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 742      5/03/87      DETROIT, MI      A/C Reg. No. N60023      Time (Lcl) - 1630 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

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

Make/Model - CESSNA 150J  
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 - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC

Itinerary

Last Departure Point  
LANSING, MI  
Destination  
DETROIT, MI

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 110/007 KTS  
Visibility - 10.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN  
FORCED LANDING

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)  
COMMERCIAL,CFI  
SE LAND

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8550  
Make/Model- 5000  
Instrument- 60  
Last 24 Hrs - 0  
Last 30 Days- UNK/NR  
Last 90 Days- 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON APPROACH TO DETROIT CITY AIRPORT THE #1 CYLINDER FRACTURED AND SEPARATED RESULTING IN ENGINE FAILURE. THE PILOT MADE A FORCED LANDING IN A FIELD APPROX. FOUR MILES WEST OF THE AIRPORT. EXAMINATION OF THE BROKEN CYLINDER REVEALED THE MODE OF THE FRACTURE WAS FATIGUE. DURING THE FORCED LANDING THE LEFT MAIN AND NOSE GEARS WERE BROKEN OFF.

Brief of Accident (Continued)

File No. - 742

5/03/87

DETROIT,MI

A/C Reg. No. N60023

Time (Lcl) - 1630 EDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION
  2. ENGINE ASSEMBLY,CYLINDER - FATIGUE
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----  
Occurrence #3            GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
  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. - 688      5/06/87      GOBLES,MI      A/C Reg. No. N761ED      Time (Lcl) - 1900 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  
DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA A152  
Landing Gear - TAILWHEEL-ALL 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 - FSS  
Method - TELEPHONE  
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 280/008 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

LOWELL,MI

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

WESLER FIELD

Runway Ident - 27

Runway Lth/Wid - 1600/ 125

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 20

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 81      Last 24 Hrs - UNK/NR

Make/Model- 18      Last 30 Days- UNK/NR

Instrument- 1      Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE THIRD LEG OF A CROSS-COUNTRY FLIGHT, THE PILOT REPORTED THAT THE SUN WAS DIRECTLY IN HIS EYES WHILE ON FINAL APPROACH TO RWY 27. HE STATED HE FIRST SAW THE SET OF POWER LINES WHEN THEY WERE ABOUT 25 FEET AHEAD OF THE AIRCRAFT. WHILE ATTEMPTING TO DESCEND BELOW THE WIRES, THE NOSE OF THE AIRCRAFT STRUCK THE BOTTOM SET OF WIRES. THE PLANE PITCHED DOWN AND IMPACTED ABOUT 75 FEET FROM THE WIRES.

Brief of Accident (Continued)

File No. - 688

5/06/87

GOBLES,MI

A/C Reg. No. N761ED

Time (Lcl) - 1900 EDT

Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
4. VISUAL LOOKOUT - 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) 2,4

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. - 686	6/04/87	INVER GROVE HTS, MN	A/C Reg. No. N4231E	Time (Lcl) - 1915 CDT
----------------	---------	---------------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - AERONCA 11CC	Eng Make/Model - CONTINENTAL C85 8F	ELT Installed/Activated - UNK/NR
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	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	WIPLINE
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - 5000 FT	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1250
SE LAND, SE SEA	Months Since - 10	Make/Model- 86
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

---

-----Narrative-----

AFTER A LOSS OF POWER, AIRCRAFT STALLED. ALTHOUGH POWER WAS REGAINED, AIRCRAFT CRASHED APPROX. 10 FEET EAST OF A GRASS STRIP ADJACENT TO THE SEAPLANE BASE. INSPECTION REVEALED NO MECHANICAL MALFUNCTION OR ENGINE PROBLEM.

---



Brief of Accident (Continued)

File No. - 686

6/04/87

INVER GROVE HTS,MN

A/C Reg. No. N4231E

Time (Lc1) - 1915 CDT

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

Phase of Operation      CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. STALL - NOT CORRECTED - 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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 711      4/12/87      NIXA, MO      A/C Reg. No. N2847P      Time (Lcl) - 1520 CDT

-----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 -DESCENT			1	0	0	0

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2690	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	SPRINGFIELD, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE STRIP
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
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 - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- 125
	Aircraft Type - 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 NORMAL PROCEDURE FOR OPERATING AT THIS AIRSTRIIP WAS TO ALWAYS TAKE OFF TO THE EAST AND LAND TO THE WEST WHEN WINDS WERE NOT EXCESSIVE. WINDS ELSEWHERE IN AREA WERE FROM SOUTHEAST AT 13 KNOTS WHILE AT THIS STRIP, THEY WERE FROM THE EAST AT 30 KNOTS. AFTER APPROACH FROM THE EAST, PILOT MADE A GO-AROUND AND STARTED A LEFT TURN AND HIT THE TOP OF A TREE AND THEN THE TERRAIN. THE LINE OF TREES ON THE LEFT SIDE OF THE RUNWAY STOPPED AFTER THE ONE THAT THE AIRCRAFT COLLIDED WITH.

Brief of Accident (Continued)

File No. - 711

4/12/87

NIXA,MO

A/C Reg. No. N2847P

Time (Lcl) - 1520 CDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - TAILWIND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  6. OBJECT - TREE(S)
  7. CLEARANCE - NOT MAINTAINED - 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) 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. - 643      4/20/87      BOWLING GREEN, MO      A/C Reg. No. N218HW      Time (Lcl) - 0915 CDT

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

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

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

Make/Model - THORP T-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	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	SILOAM SPRINGS, AR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BOWLING GREEN
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling -	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 134
SE LAND	Months Since - UNK/NR	Make/Model- 71
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC RPTDLY ENCOUNTERED A GUST OF WIND DURING THE LANDING FLARE. THE PIC LOST CONTROL AS ONE MAIN LANDING GEAR IMPACTED THE GROUND ABRUPTLY AND HIS HEAD HIT THE SIDE OF THE CANOPY. THE ACFT VEERED OFF THE SIDE OF THE RWY INTO TALL GRASS AND SOFT TERRAIN. THE PIC WAS UNABLE TO STEER THE ACFT BACK ONTO THE RWY AND EXECUTE A GO-AROUND. THE ACFT SUBSEQUENTLY IMPACTED INTO A DITCH WHICH WAS OBSCURED BY THE TALL GRASS AND FLIPPED INVERTED.

Brief of Accident (Continued)

File No. - 643

4/20/87

BOWLING GREEN, MO

A/C Reg. No. N218HW

Time (Lc1) - 0915 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN

Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
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) 3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 644      4/27/87      MARSHFIELD,MO      A/C Reg. No. N2595B      Time (Lcl) - 0830 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	1
Accident Occurred During -LANDING						

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

Make/Model - PIPER PA-38-112	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 - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - TELEPHONE	FREDRICKTOWN,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BECKNER
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600 -UNK/NR
Lowest Sky/Clouds - UNK/NR	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 - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 235	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 1	Make/Model- 8	Last 30 Days- UNK/NR
	Aircraft Type - PA-38	Instrument- 4	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC MADE AN UNEVENTFUL CROSS COUNTRY FLT AND TOUCHDOWN TO HIS DESTINATION ARPT. DURING THE ROLLOUT AFT LNDG, THE PIC RPTD A GUST 90 DEGREES FM THE LEFT FORCED THE ACFT TO VEER LEFT AND OFF THE RWY. TALL GRASS WAS ENCOUNTERED AFT THE ACFT DPTD THE RWY WHICH VEERED THE ACFT EVEN FURTHER TO THE LEFT. THE PIC RPTD ADDING PWR TO GAIN FLYING SPEED BUT BUSHES IN THE IMMEDIATE AREA OF ATTEMPTED TAKEOFF WERE ENCOUNTERED WHICH COLLAPSED THE NOSE GEAR. SPRINGFIELD FSS RPTD WIND FROM 270 DEGREES AT 10 KNOTS. THE PILOT ENCOUNTERED THIS AS A 90 DEGREE CROSSWIND. THE ACFT HAS A DEMONSTRATED CROSSWIND COMPONENT OF 15 KNOTS. THE PIC HAD 8 FLT HOURS IN THIS TYPE ACFT PRIOR TO THE ACCIDENT AND NO KNOWN CROSSWIND TRAINING OR EXPERIENCE IN THIS ACFT.

Brief of Accident (Continued)

File No. - 644

4/27/87

MARSHFIELD,MO

A/C Reg. No. N2595B

Time (Lc1) - 0830 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT UNDERSTOOD - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - NOT UNDERSTOOD - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - HIGH VEGETATION
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) 2,3,5

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. - 792      4/28/87      GERALD, MO      A/C Reg. No. N4891H      Time (Lcl) - 1330 CDT

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

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

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

Make/Model - ROTORWAY EXECUTIVE	Eng Make/Model - ROTORWAY RW-145	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	WASHINGTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BLAND, MO	Runway Ident - N/A
Wind Dir/Speed- 250/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
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)
STUDENT	Current - N/A	Total - 106
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 106
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - 106

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PIC WAS SOLO ON A X-COUNTRY FLT WHEN THE ENG BACKFIRED. THE STU ENTERED AUTOROTATION WITH LOW ROTOR RPM WHICH ACCELERATED THE DESCENT RATE. THE STU FLARED BEFORE TOUCHDOWN BUT DID NOT LEVEL THE HELO IN TIME TO LAND. THE TAILBOOM STRUCK THE GND AND THE HELO ROTATED ON ITS SIDE. THE STU STATED THAT THE LNDG SITE HE HAD CHOSEN CONSISTED OF SLOPING TERRAIN. THE STU STATED THAT HE FLARED AND THE TAILBOOM STRUCK THE UPSLOPING TERRAIN. THE STU STATED THAT HAD HE LEVELED OFF AT THE APPROPRIATE TIME HE PROBABLY WOULD HAVE BEEN SUCCESSFUL. THE ENG INSP REVEALED THAT THE ENG TIMING BELT HAD SLIPPED, EFFECTIVELY DISABLING THE ENG.



Brief of Accident (Continued)

File No. - 792

4/28/87

GERALD,MO

A/C Reg. No. N4891H

Time (Lc1) - 1330 CDT

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

Finding(s)

1. IGNITION SYSTEM - LOOSE
2. ENGINE ASSEMBLY - DISABLED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - EMERGENCY  
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND  
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND  
6. LEVEL OFF - IMPROPER - PILOT IN COMMAND  
7. TERRAIN CONDITION - UPHILL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 615	5/10/87	MIAMI, MO	A/C Reg. No. N6561S	Time (Lcl) - 1900 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 -TAXI					

---

----Aircraft Information----

Make/Model - CESSNA 150H	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	ON AIRPORT
Method - N/A	MARSHALL, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- 360/007 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

----Personnel Information----

Pilot-In-Command	Age - 47	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 178	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 3	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - C-150	Instrument- UNK/NR	Last 90 Days- 2
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

---

----Narrative----

THE PILOT HAD COMPLETED THE LANDING AT A PRIVATE AIRPORT AND WAS TAXIING AT THE EDGE OF THE GRAVEL RUNWAY. HE HIT A CLUMP OF GRASS AND DIRT AND PARTIALLY COLLAPSED THE NOSE GEAR.

---

Brief of Accident (Continued)

File No. - 615

5/10/87

MIAMI, MO

A/C Reg. No. N6561S

Time (Lcl) - 1900 CDT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL

Occurrence #2 NOSE GEAR COLLAPSED  
Phase of Operation TAXI - FROM LANDING

Finding(s)

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) 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. - 601	6/18/87	NEELYVILLE, MO	A/C Reg. No. N5214	Time (Lcl) - 1315 CDT
----------------	---------	----------------	--------------------	-----------------------

---

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - OTHER WORK USE	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 - GRUMMAN G-164A	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 - 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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 080/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1751	Last 24 Hrs - 10
SE LAND	Months Since - 4	Make/Model- 1410	Last 30 Days- UNK/NR
	Aircraft Type - C-172XP	Instrument- 12	Last 90 Days- 81

Instrument Rating(s) - NONE

---

-----Narrative-----

THE AG PILOT WAS MAKING A LOW PASS TO WAVE HIS FLAGMAN OUT OF THE FIELD. THE ENGINE RESPONSE WAS SLOW AND HE WAS FORCED TO LAND. TO KEEP FROM HITTING TREES, PILOT OVERBRAKED AND FLIPPED AIRPLANE FORWARD TO INVERTED POSITION.

---

Brief of Accident (Continued)

File No. - 601

6/18/87

NEELYVILLE, MO

A/C Reg. No. N5214

Time (Lc1) - 1315 CDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      MANEUVERING

Finding(s)

1. POWERPLANT CONTROLS - DELAYED - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. BRAKES(NORMAL) - EXCESSIVE - PILOT IN COMMAND

-----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) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 712      7/18/87      SWIFTOWN, MS      A/C Reg. No. N7310N      Time (Lcl) - 1130 CDT

-----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	0	1	0	

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

Make/Model - AIR TRACTOR AT-301	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 - 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 - 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	
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- HAZE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND	Months Since - 5	Make/Model- 460
	Aircraft Type - C-172	Instrument- 13
		Last 24 Hrs - 12
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

WHILE SPRAYING COTTON, SEVERE VIBRATION WAS FELT THROUGHOUT THE ACFT & THE PLT ELECTED A FORCED LDG. DURING THE FLARE, THE THROTTLE WAS ADVANCED TO RAISE THE NOSE, & THE PLT DISCOVERED THE ENG HAD TOTALLY FAILED. THE ACFT FLIPPED INVERTED ON TOUCH DOWN. AN EXAM OF THE ENG REVEALED THAT THE CRANKSHAFT ASSY, P/N 270458, HAD FAILED AT THE THROUGH BOLT LOCATION OF THE FRONT CRANKSHAFT CHEEK.

Brief of Accident (Continued)

File No. - 712

7/18/87

SWIFTOWN, MS

A/C Reg. No. N7310N

Time (Lc1) - 1130 CDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL  
-----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 666      5/08/87      MONROE, NC      A/C Reg. No. N53317      Time (Lcl) - 1943 EDT

-----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 -DESCENT			0	0	0

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

Make/Model - MOSS TIMOTHY C QUICKSILVER MX	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 - UNK/NR	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	OFF AIRPORT/STRIP
Method - N/A	MONROE, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- CALM		Runway Lth/Wid - N/A
Visibility - 50.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - NONE	
Obstructions to Vision- NONE	Type Apch/Lndg - STRAIGHT-IN	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 33	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 230	Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 102	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT REPORTED THAT THE ENGINE LOST POWER WHILE THE ULTRALIGHT-TYPE ACFT WAS ON FINAL APPROACH TO A MOWED FIELD OWNED BY HIM. THE ACFT SUBSEQUENTLY IMPACTED A TREE AT THE END OF THE FIELD AND FELL TO THE TERRAIN NOSE-DOWN. THE STUDENT PILOT NOTED THAT THE ACFT WAS FUELED WITH 93 OCTANE AUTOMOTIVE GAS MIXED WITH 2-CYCLE LUBE OIL, AND THAT THE FUEL WAS 6 MONTHS OLD. HE EXPRESSED THE OPINION THAT THE PWR LOSS MAY HAVE BEEN DUE TO THE AGE OF THE FUEL.



Brief of Accident (Continued)

File No. - 666

5/08/87

MONROE, NC

A/C Reg. No. N53317

Time (Lc1) - 1943 EDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH

Finding(s)

1. FLUID, FUEL - DETERIORATED
2. AIRCRAFT SERVICE - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH

Finding(s)

4. OBJECT - TREE(S)

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) 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. - 695      5/22/87      HUNTERSVILLE, NC      A/C Reg. No. N9796K      Time (Lcl) - 1945 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      Pass  
ON GROUND

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

Make/Model - STINSON 108-2  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2078  
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4165 SERIES  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 165 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- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
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

Airport Proximity  
ON AIRSTRIP

Airport Data

BRADFORD FIELD  
Runway Ident - 24  
Runway Lth/Wid - 3850/ 150  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 36  
Biennial Flight Review  
Current - YES  
Months Since - 5  
Aircraft Type - 18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5974      Last 24 Hrs - 5  
Make/Model- 11      Last 30 Days- UNK/NR  
Instrument- 1071      Last 90 Days- 195  
Multi-Eng - 3713      Rotorcraft - 375

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT REPORTED THAT HE CLOSED THE THROTTLE TO SIMULATE AN ENGINE FAILURE AFTER TAKEOFF FROM RWY 06, AT ABOUT 400-500 FT AGL. HE SUBSEQUENTLY MADE A 180 DEGREE TURN BACK TOWARD THE ARPT TO PRACTICE A SIMULATED FORCED LDG, AND THE ACFT SINK RATE INCREASED TO A GREATER RATE THAN "EXPECTED". HE THEN ADDED FULL THROTTLE, BUT THE ENGINE DID NOT RESPOND. THE ACFT IMPACTED GRASSY TERRAIN SHORT OF AND TO THE RIGHT OF THE RWY, AND SLID ABOUT 130 FEET. A POST-CRASH FIRE ENSUED. THE PLT STATED THAT HE HAD 11 TOTAL FLT HRS IN THIS MAKE AND MODEL, ALL OF WHICH WERE OBTAINED IN THIS ACFT. HE NOTED THAT THE ACFT HAD SAT UNUSED FOR THREE YEARS PRIOR TO HIS PURCHASING IT, AND THAT IT HAD RECEIVED AN ANNUAL INSPECTION A WEEK PRIOR TO THE ACCIDENT. THE ENGINE CARBURETOR WAS REPORTEDLY EQUIPPED WITH A "LEATHER-SKIRT" TYPE ACCELERATOR PUMP.

Brief of Accident (Continued)

File No. - 695

5/22/87

HUNTERSVILLE, NC

A/C Reg. No. N9796K

Time (Lc1) - 1945 EDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - REDUCED - PILOT IN COMMAND
2. MANEUVER - INTENTIONAL - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND
6.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

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

Finding(s)

8. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
9.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
10. DESCENT - EXCESSIVE - PILOT IN COMMAND
11. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
12. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,12

Factor(s) relating to this accident is/are finding(s) 3,4,6,7,8,9,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 780      5/23/87      SPARTA, NC      A/C Reg. No. N8543A      Time (Lcl) - 1520 EDT

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

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

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

Make/Model - CONSLDT ARNTCS LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	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	OFF AIRPORT/STRIP
Method - IN PERSON	SALISBURY, MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	KINGSPORT, TN	Runway Ident - N/A
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 835
SE LAND, SE SEA	Months Since - 1	Make/Model- 16
	Aircraft Type - LA4200	Instrument- 45
		Multi-Eng - 55
		Last 24 Hrs - 9
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A PRECAUTIONARY LDG AT A PRIVATE GRASS AIRSTRIp HE HAD LOCATED, AFTER BEING ADVISED OF WX AT HIS INTENDED DESTINATION BY ATC. JUST PRIOR TO TOUCHDOWN, HE OBSERVED A BALLOON AT MID-FIELD AND EXECUTED A GO-AROUND. DURING CLIMBOUT, HE LOST SIGHT OF THE FIELD AND CIRCLED FOR SEVERAL MINUTES AS THE WX CONDITIONS DETERIORATED. HE SUBSEQUENTLY ATTEMPTED A LDG ON A GRAVEL ROAD WHERE HE OBSERVED WIRES IN FRONT OF HIM; HE ADDED FULL PWR TO GO-AROUND AND THE AMPHIBIOUS ACFT MISSED THE WIRES TO THE FRONT, BUT A WING STRUCK A UTILITY POLE GUY WIRE. THE ACFT SPUN AROUND TO THE SIDE AND CAME TO REST NOSE-UP AGAINST A UTILITY POLE. THE PLT TOLD A STATE TROOPER THAT HE HAD ATTEMPTED THE LDG BECAUSE HE FELT HE WAS GETTING LOW ON FUEL. LATER EXAMINATION OF THE ACFT REVEALED APPROX 2 GALS. OF FUEL ON BOARD. NO EVIDENCE OF LEAKAGE WAS FOUND. THE FLT ORIGINATED AT SALISBURY, MD AT APPROX 1135 EDT.

Brief of Accident (Continued)

File No. - 780

5/23/87

SPARTA, NC

A/C Reg. No. N8543A

Time (Lcl) - 1520 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. FLIGHT TO ALTERNATE DESTINATION - DELAYED - PILOT IN COMMAND
6. FLUID, FUEL - LOW LEVEL
7. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation LANDING

Finding(s)

8. OBJECT - GUY WIRE
9. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
10. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
11. UNSUITABLE TERRAIN - SELECTED - 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) 11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 781      5/27/87      ERWIN, NC      A/C Reg. No. N1696T      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 - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARNETT COUNTY
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1335
SE LAND,ME LAND	Months Since - 11	Make/Model- 518
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED LEVEL GRASSY TERRAIN SHORT OF RWY 04, WHILE ON SHORT FINAL DURING A PRACTICE SHORT-FIELD LDG. THE CFI REPORTED THAT THE STUDENT PLT HAD STABILIZED THE ACFT ON THE APPCH AT 70 MPH; A HIGH SINK RATE WAS SUBSEQUENTLY ENCOUNTERED AS THE ACFT CROSSED OVER A STEEP DROP-OFF LOCATED ABOUT 100 FT BEFORE THE THRESHOLD. THE CFI ASSUMED CONTROL OF THE ACFT, LOWERED THE NOSE AND APPLIED PWR, BUT WAS UNABLE TO ARREST THE DESCENT. THE ACFT IMPACTED THE TERRAIN SLIGHTLY NOSE-DOWN. FULL FLAPS WERE IN USE AT THE TIME. THE CFI REPORTED THE WIND TO BE FROM 040 DEGREES AT 5 KTS WITH NO GUSTS. THE PIPER 140 OWNERS HANDBOOK LISTS 55 MPH AS THE POWER-OFF STALL SPEED, FOR A WINGS-LEVEL ACFT AT GROSS WEIGHT WITH FULL FLAPS.

Brief of Accident (Continued)

File No. - 781

5/27/87

ERWIN, NC

A/C Reg. No. N1696T

Time (Lcl) - 1630 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - DOWNDRAFT

Occurrence #2 UNDERSHOOT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH  
2. DESCENT - EXCESSIVE - DUAL STUDENT  
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - DUAL STUDENT  
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. FLARE - NOT PERFORMED - PILOT IN COMMAND(CFI)

Occurrence #4 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) 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. - 745      6/06/87      KANNAPOLIS, NC      A/C Reg. No. N1511A      Time (Lcl) - 0750 EDT

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

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

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

Make/Model	- BALLOON WORKS, INC 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	- 1660	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----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- 045/006 KTS</p> <p>Visibility - 20.0 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>KANNAPOLIS, NC</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 - STRAIGHT-IN</p> <p>FULL STOP</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 - DRY</p>
---	---	---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>FREE BALLOON</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - F-7</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 121</p> <p>Make/Model- 121</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- 6</p> <p>Last 90 Days- 8</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON PILOT WAS EXECUTING A LANDING APPROACH TO A CLEAR AREA. HE FAILED TO SEE AND AVOID ELECTRICAL POWER LINES ON THE NEAR SIDE OF THE FIELD AS HE MADE HIS APPROACH. THE BALLOON COLLIDED WITH THE POWER LINES AND THE BASKET LANDED HARD. THE BALLOON REMAINED DRAPED OVER THE POWER LINES AFTER THE BASKET CAME TO A STOP. THE PILOT SUSTAINED SERIOUS ELECTRICAL SHOCK INJURIES AND ONE OF THE PASSENGERS WAS ELECTROCUTED.



Brief of Accident (Continued)

File No. - 745

6/06/87

KANNAPOLIS,NC

A/C Reg. No. N1511A

Time (Lc1) - 0750 EDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

-----  
----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. - 713      8/27/87      MACCLESFIELD, NC      A/C Reg. No. N89201      Time (Lcl) - 1130 EDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 235 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	FARMVILLE, NC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	Runway Lth/Wid
Visibility	Type of Flight Plan	Runway Surface
Lowest Sky/Clouds	Type of Clearance	Runway Status
Lowest Ceiling	Type Apch/Lndg	
Obstructions to Vision		
Precipitation		
Condition of Light		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 5000
SE LAND, ME LAND	Months Since	Make/Model	- 2000
	Aircraft Type	Instrument	- 200
		Multi-Eng	- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT IND THAT HE WAS IN PROCEDURE TURN-AROUND FOR SPRAYING SOYBEANS. ACFT STALLED AND RECOVERY INITIATED. ACFT ENTERED SECONDARY STALL AND COLLIDED WITH TREES. EXAMINATION OF ENG AND ACFT DID NOT DISCLOSE ANY PRE-IMPACT MALFUNCTION.

Brief of Accident (Continued)

File No. - 713

8/27/87

MACCLESFIELD, NC

A/C Reg. No. N89201

Time (Lcl) - 1130 EDT

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
  3. MANEUVER - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 782      4/07/87      BERTHOLD,ND      A/C Reg. No. N88177      Time (Lcl) - 1840 CDT

-----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  
ON GROUND

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

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

Make/Model - BELLANCA 7GCBC  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D  
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- 190/009 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  
KENMARE,ND  
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 - 30  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1550  
Make/Model- UNK/NR  
Instrument- 0  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF TO THE EAST FROM A FARM DRIVEWAY TO RETURN HOME. WITNESSES SAW THE AIRPLANE MAKE AN IMMEDIATE RIGHT TURN, FOLLOWED BY A LEFT TURN AT APRX 35-50 FT AGL. THE ACFT APPROACHED THE FARM AT APRX 50-100 FT AGL. THE ACFT SUDDENLY PULLED UP, BANKED RIGHT, ROLLED INVERTED, AND CRASHED IN AN OPEN PLOWED FIELD. WITNESSES SAID IT APPEARED THE PLT DID NOT SEE AN ANTENNA MOUNTED ON TOP OF A GRAIN BIN AND MAY HAVE BEEN TRYING TO AVOID HITTING IT. THE PLT HAD FLOWN INTO THE FARM BEFORE AND WAS SAID TO BE AN ACCOMPLISHED AEROBATIC PILOT AND AERIAL APPLICATOR.

Brief of Accident (Continued)

File No. - 782

4/07/87

BERTHOLD,ND

A/C Reg. No. N88177

Time (Lc1) - 1840 CDT

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, INATTENTIVE - PILOT IN COMMAND
5. PULL-UP - PERFORMED - PILOT IN COMMAND
6. AEROBATICS - PERFORMED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, PANIC - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

8. STALL - INADVERTENT - PILOT IN COMMAND
9. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - OPEN FIELD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6,8,9

Factor(s) relating to this accident is/are finding(s) 2,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 617	3/05/87	KIMBALL,NE	A/C Reg. No. N5553P	Time (Lcl) - 1925 CST
----------------	---------	------------	---------------------	-----------------------

---

-----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	1

---

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A	ELT Installed/Activated - YES/YES
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	KIMALL,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	KIMBALL MUNI
Wind Dir/Speed- 080/007 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 75
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
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 - YES	Total - 1000
SE LAND	Months Since - 10	Make/Model- 1
	Aircraft Type - PA-24	Instrument- 1
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PIC RPTD LANDING RWY 10 WITH A WND FM 080 AT 7 KTS. THE ACFT BEGAN VEERING LEFT AND RAN THROUGH A SNOW BANK WHICH BORDERED THE RWY. THE LEFT MAIN LANDING GEAR COLLAPSED AND THE ACFT SPUN AROUND 180 DEG STOPPING TAIL FIRST. INSP OF THE LANDING GEAR NOTED AN OVERLOAD OF THE GEAR LOCKING MECHANISM.

---

Brief of Accident (Continued)

File No. - 617

3/05/87

KIMBALL,NE

A/C Reg. No. N5553P

Time (Lc1) - 1925 CST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SNOWBANK

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LANDING GEAR,GEAR LOCKING MECHANISM - OVERLOAD
5. LANDING GEAR,GEAR LOCKING MECHANISM - FAILURE,TOTAL

----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. - 793      4/25/87      VALLEY, NE      A/C Reg. No. N1145Q      Time (Lcl) - 2020 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - PIPER PA-28-181  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2550  
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-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- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
MILLARD, NE  
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, CFI  
SE LAND  
HELICOPTER

Age - 36

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 478	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	56	Last 90 Days-	UNK/NR
		Rotorcraft	- 245

Instrument Rating(s) - NONE

-----Narrative-----

AT APRX 2020 CDT, WITNESSES SAW THE ACFT AS THE PLT MADE SVRL LOW PASSES OVER THE PLATTE RIVER NEAR VALLEY, NE. ON THE LAST PASS, THE ACFT STRUCK POWER LINES, THEN CRASHED IN THE RIVER. THE WRECKAGE CAME TO REST IN THE MAIN CHANNEL OF THE RIVER IN APRX 25 FT OF WATER. AN EXAM REVEALED THAT THE RGT WING & TOP OF THE ACFT HAD HIT THE POWER LINES. IF THE ACFT HAD BEEN APRX 2.5 FT LOWER, IT WOULD HAVE CLEARED BELOW THE CABLES.



Brief of Accident (Continued)

File No. - 793

4/25/87

VALLEY,NE

A/C Reg. No. N1145Q

Time (Lcl) - 2020 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. OBJECT - WIRE,TRANSMISSION
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - WATER,ROUGH

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

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

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. - 613      6/05/87      DALTON, NE      A/C Reg. No. N4219J      Time (Lcl) - 0630 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -TAKEOFF

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

Make/Model - CESSNA 188C

Eng Make/Model - CONTINENTAL TS10-520-T

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 4400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 310 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/007 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - UNK/NR

Runway Lth/Wid - 3700 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 43

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL,CFI

Current - YES

Total - 5829

Last 24 Hrs - 7

SE LAND,ME LAND

Months Since - 8

Make/Model- 4600

Last 30 Days- UNK/NR

Aircraft Type - UNK/NR

Instrument- 456

Last 90 Days- 290

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC ATTEMPTED TO DEPART A RURAL FARM LDG STRIP DURING AN AERIAL APPLICATION OPERATION. THE ACFT LEFT SPRAY BOOM STRUCK TALL STANDING WHEAT PRIOR TO LIFT OFF SPEED CAUSING LOSS OF CONTROL AND SUBSEQUENT GROUND LOOP AND NOSE OVER.

Brief of Accident (Continued)

File No. - 613

6/05/87

DALTON, NE

A/C Reg. No. N4219J

Time (Lcl) - 0630 MDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

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) 2,4

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. - 754      1/17/87      RANDOLPH, NH      A/C Reg. No. N2430G      Time (Lcl) - 1400 EST

-----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	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	0
			0	0	0

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	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	OFF AIRPORT/STRIP
Method - N/A	MARSHFIELD, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALBANY, NY	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - SNOW
Lowest Ceiling -	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - DRY
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
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)	
STUDENT	Current - N/A	Total - 173	Last 24 Hrs - 5
	Months Since - N/A	Make/Model- 131	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- UNK/NR	Last 90 Days- 13
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT ON A CROSS COUNTRY INSTRUCTIONAL FLIGHT BECAME DISORIENTED, DECIDED TO RETURN TO DEPARTURE AIRPORT. HOWEVER SEEING THAT HE WAS RUNNING LOW ON FUEL LOOKED FOR AN AIRPORT TO LAND TO REFUEL AND FIND OUT HIS LOCATION. HE DECIDED TO MAKE A PRECAUTIONARY LANDING ON A ROAD AND DURING DECENT COLLIDED WITH A GUY WIRE. DURING ROLL OUT, THE LEFT WING STRUCK A TELEPHONE POLE AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 754

1/17/87

RANDOLPH, NH

A/C Reg. No. N2430G

Time (Lcl) - 1400 EST

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

Finding(s)

1. OBJECT - GUY WIRE
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
  4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - UTILITY POLE
- 

-----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. - 734      2/01/87      ROCKAWAY,NJ      A/C Reg. No. N7653S      Time (Lcl) - 1610 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

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

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

Make/Model      - BELLANCA 8GCBC  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 3

Eng Make/Model - LYCOMING O-360-C2E  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 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-      005 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 5500 FT SCATTERED  
Lowest Ceiling      -  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LEWISWN,NY  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 24  
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      - 105      Last 24 Hrs - UNK/NR  
Make/Model-      85      Last 30 Days- UNK/NR  
Instrument-      0      Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT EXPERIENCED A ROUGH RUNNING ENGINE DURING CRUISE FLIGHT AND DECIDED TO MAKE A PRECAUTIONARY LANDING ON A FROZEN RESERVIOR. DURING LANDING ROLL OUT, THE AIRCRAFT HIT A SLUSHY SPOT ON THE ICE AND NOSED OVER CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 734

2/01/87

ROCKAWAY, NJ

A/C Reg. No. N7653S

Time (Lcl) - 1610 EST

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

Finding(s)

1. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. TERRAIN CONDITION - SLUSH COVERED
- 

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

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. - 647	3/30/87	DEMING,NM	A/C Reg. No. N58DC	Time (Lcl) - 1019 MST
----------------	---------	-----------	--------------------	-----------------------

---

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

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

---

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

Make/Model - PITTS SPECIAL S2C	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	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	TUCSON,AZ	DEMING MUNICIPAL
Wind Dir/Speed- 280/002 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 60
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 - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 246
SE LAND	Months Since - UNK/NR	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

---

-----Narrative-----

THE ACFT SWERVED DURING TAKEOFF AND THE SWERVE SEVERITY INCREASED DURING ACCELERATION. THE PLT LIFTED OFF BEFORE REACHING PROPER SPEED TO SUSTAIN FLT. THE ACFT STALL MUSHED INTO THE GROUND TO THE LEFT OF THE RWY, BOUNCED INTO THE AIR AND STALLED AGAIN. THE LEFT WING STRUCK THE TERRAIN AND THE ACFT CARTWHEELED, COMING TO REST NOSE DOWN.

---



Brief of Accident (Continued)

File No. - 647

3/30/87

DEMING,NM

A/C Reg. No. N58DC

Time (Lcl) - 1019 MST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2.        IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
4.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
6.        IMPROPER USE OF PROCEDURE,LACK OF RECENT TOTAL EXPERIENCE - PILOT IN COMMAND
7. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #3            DRAGGED WING, ROTOR, POD, OR FLOAT  
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) 2,4,5,6,7

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. - 685	4/03/87	LOS ALAMOS,NM	A/C Reg. No. N91735	Time (Lcl) - 1147 MST
----------------	---------	---------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - NORTH AMERICAN NAVION	Eng Make/Model - CONTINENTAL E 225 4	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3233	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

---

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SANTA FE,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOS ALAMOS
Wind Dir/Speed- 150/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5543/ 130
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	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 - 72	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4370
SE LAND	Months Since - 13	Make/Model- 9
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Rotorcraft - UNK/NR

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE INSTRUCTOR PLT WAS GIVING CROSS WIND INSTRUCTION TO A PRE-SOLO STUDENT PLT. DURING A CROSS WIND LANDING ATTEMPT, THE ACFT TOUCHED DOWN HARD, BREAKING OFF THE RIGHT MAIN LANDING GEAR. THE WINDS WERE OBSERVED AT THE TIME OF TOUCHDOWN TO BE 150 DEGREES AT 12 KNOTS, A QUARTERING TAIL WIND FOR RWY 27. AFTER LANDING, THE ACFT SKIDDED TO THE RIGHT SIDE OF THE LANDING AREA UNTIL COMING TO REST IN THE ARPT BOUNDARY FENCE.

---

Brief of Accident (Continued)

File No. - 685

4/03/87

LOS ALAMOS,NM

A/C Reg. No. N91735

Time (Lcl) - 1147 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
3. COMPENSATION FOR WIND CONDITIONS - NOT ATTAINED - DUAL STUDENT

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

Finding(s)

4. FLARE - MISJUDGED - DUAL STUDENT
5. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Occurrence #4 ON GROUND COLLISION WITH OBJECT  
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - FENCE

-----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. - 633      5/09/87      SLOAN, NV      A/C Reg. No. N3187D      Time (Lcl) - 1330 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		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	2
Accident Occurred During -DESCENT						

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

Make/Model - BELL 206-B	Eng Make/Model - ALLISON 250C20B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3200	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 317 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAS VEGAS, NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SLOAN, NV	
Wind Dir/Speed- 220/030 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
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 - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4500
SE LAND	Months Since - 4	Make/Model- 1650
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 53
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 124
		Rotorcraft - 4200

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE CLIMBING AT A SLOW AIRSPEED AT A LOW ALTITUDE ABOVE THE GROUND DURING STRONG GUSTING WIND CONDITIONS, THE PILOT INITIATED A RIGHT TURN AND ENCOUNTERED AN UNCOMMANDED RIGHT YAW. THE AIRCRAFT COMPLETED SEVERAL RIGHT SPINNING TURNS, IMPACTED THE GROUND, AND ROLLED ONTO ITS LEFT SIDE.

Brief of Accident (Continued)

File No. - 633

5/09/87

SLOAN,NV

A/C Reg. No. N3187D

Time (Lcl) - 1330 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - GUSTS
4. IN-FLIGHT PLANNING/DECISION - DISREGARDED - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT PERFORMED - PILOT IN COMMAND

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

Occurrence #3      ROLL OVER  
Phase of Operation      OTHER

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 755      1/16/87      MONTGOMERY, NY      A/C Reg. No. N6717G      Time (Lcl) - 1510 EST

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

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

-----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	- NO
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 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 - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TETERBORO, NJ</p> <p>Destination MONTGOMERY, NY</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - SIMULATED FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>ORANGE CO.</p> <p>Runway Ident - 21</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>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 27</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1058</p> <p>Make/Model- 570</p> <p>Instrument- 234</p> <p>Multi-Eng - 32</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 208</p> <p>Rotorcraft - UNK/NR</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT TO ORANGE COUNTY AIRPORT, A SIMULATED ENGINE OUT WAS PERFORMED WHILE ON APPROACH FOR LANDING. DIRECTIONAL CONTROL WAS LOST AND THE FLIGHT LANDED WEST OF RUNWAY 3 IN SNOW CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 755

1/16/87

MONTGOMERY, NY

A/C Reg. No. N6717G

Time (Lc1) - 1510 EST

Occurrence #1 LOSS OF POWER

Phase of Operation APPROACH

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

2. PLANNED APPROACH - POOR - PILOT IN COMMAND

3. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND(CFI)

4. SUPERVISION - NOT MAINTAINED - PILOT IN COMMAND(CFI)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - SNOW COVERED

-----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

### Brief of Accident

PAGE 256



Brief of Accident (Continued)

File No. - 726

2/04/87

DUANESBURG, NY

A/C Reg. No. N9193G

Time (Lcl) - 1645 EST

---

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
  4. 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. - 788      4/25/87      WILLOUGHBY, OH      A/C Reg. No. N82AT      Time (Lcl) - 1735 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

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

Make/Model        - CESSNA 500  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 11850  
No. of Seats       - 8

Eng Make/Model    - P & W JT15D-1  
Number Engines    - 2  
Engine Type        - TURBOFAN  
Rated Power        - 2200 LBS THRUST

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

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

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed-    050/010 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  
MIDDLEFIELD, OH

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LOST NATION  
Runway Ident        - 05  
Runway Lth/Wid     - 4870/ 100  
Runway Surface      - ASPHALT  
Runway Status       - DRY

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

Pilot-In-Command

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

Age - 25  
Biennial Flight Review  
Current            - YES  
Months Since      - 16  
Aircraft Type      - C-500

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 2811	Last 24 Hrs	- 1
Make/Model-	672	Last 30 Days-	UNK/NR
Instrument-	517	Last 90 Days-	135
Multi-Eng -	1516	Rotorcraft -	35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT HAD BEEN FLOWN OVER 4 HRS ON PERS. BUSINESS FOR OWNER. PLTS HAD STOPPED AT LNN TO DROP OFF PAX. START & TAXI WERE NORM FOR POSITIONING FLT BACK TO HOME BASE. STARTED T.O. ROLL AND WHEN ENG RPM REACHED 80-85% TOWARD TGT OF 95.7%, PLTS REPTD LOUD "BANG" AND CP OBSERVED LEFT ENG FAN STAGE PASS THE ACFT, ARC UP AND TO THE RIGHT, AND THEN STRIKE GND AT THE EDGE OF THE RWY AND BOUNCE ONTO THE GRASS 125 FT RIGHT OF THE RWY. THE PLT STOPPED THE ACFT ON THE RWY. INSP OF THE ACFT AND ENG REVEALED UNCONTAINED FAILURE OF LEFT ENG IMPELLER. INSP OF IMPELLER REVEALED FATIGUE CRACKS ON PRESSURE FACE OF IMPELLER.

Brief of Accident (Continued)

File No. - 788

4/25/87

WILLOUGHBY, OH

A/C Reg. No. N82AT

Time (Lc1) - 1735 EDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY, IMPELLER - DISINTEGRATED
2. COMPRESSOR ASSEMBLY, IMPELLER - FATIGUE
3. COMPRESSOR ASSEMBLY, FORWARD FAN - SEPARATION
4. FUSELAGE - PENETRATED

----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. - 736      5/09/87      AVON, OH      A/C Reg. No. N2988V      Time (Lcl) - 2130 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  
DESTROYED  
Fire      ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		2	0	0	0

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

Make/Model      - BEECH 35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2550  
No. of Seats      - 3

Eng Make/Model      - CONTINENTAL E185  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 185 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- 220/009 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(BRIGHT)

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  
OFF AIRPORT/STRIP

Airport Data

AVON BOTSWORTH  
Runway Ident      - 27  
Runway Lth/Wid      - 2500/ 100  
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      - 0  
Aircraft Type - 35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 827	Last 24 Hrs - UNK/NR
Make/Model-	396	Last 30 Days- 6
Instrument-	4	Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SEEN HEADING EAST ON A DOWNWIND FOR THE PRIVATE AIRSTRIPE WHERE IT WAS BASED. IT WAS TURNED ONTO THE BASE LEG AND AS A TURN WAS BEGUN FOR THE FINAL APPROACH COURSE FOR RWY 27 IT STALLED, SPUN, AND COLLIDED WITH THE GROUND. THE ACFT WRECKAGE WAS FOUND EAST OF THE RWY APPROACH THRESHOLD AND ABOUT 300 FEET TO THE RIGHT OF THE EXTENDED CENTERLINE OF RWY 27. WEST HALF OF THE RWY EDGE LIGHTS WERE OUT OF SERVICE WHICH MAY HAVE REDUCED THE RWY LINE UP CUES FOR THE PIC.

Brief of Accident (Continued)

File No. - 736

5/09/87

AVON, OH

A/C Reg. No. N2988V

Time (Lc1) - 2130 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
3. PROPER ALIGNMENT - ATTEMPTED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 663      2/23/87      SAND SPRINGS,OK      A/C Reg. No. N6330D      Time (Lcl) - 1345 CST

---

-----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 - BELL 47G	Eng Make/Model - FRANKLIN 6VS-335 SER	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 - 2	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	TULSA,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 170/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)
COMMERCIAL,CFI	Current - YES	Total - 5099
SE LAND	Months Since - 1	Make/Model- 237
HELICOPTER	Aircraft Type - 47G	Instrument- 593
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 86
		Rotorcraft - 4152

Instrument Rating(s) - AIRPLANE,HELICOPTER

---

-----Narrative-----

INSTRUCTOR PLT WAS DEMONSTRATING A CONFINED AREA TAKEOFF TO THE PVT PLT TAKING ADVANCE INSTRUCTION. AS THE ACFT CLEARED THE BARRIERS, THE QUARTERING HEAD WIND SHIFTED TO A TAIL WIND AND THE ACFT LOST TRANSLATIONAL LIFT. APPLICATION OF FULL POWER DID NOT REMEDY THE SITUATION AND THE ACFT LOST ROTOR RPM. ACFT SETTLED INTO THE TREES BEFORE THE INSTRUCTOR COULD REESTABLISH A CLIMB. A TAIL WIND WOULD SUBSTANTIALLY INCREASE THE POWER REQUIREMENT FOR THE MANEUVER THAT WAS BEING ATTEMPTED.

---

Brief of Accident (Continued)

File No. - 663

2/23/87

SAND SPRINGS,OK

A/C Reg. No. N6330D

Time (Lcl) - 1345 CST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - DUAL STUDENT
3. WEATHER CONDITION - TAILWIND
4. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
5. CLIMB - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #4      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) 1,2,3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 665      3/14/87      OLUSKEE,OK      A/C Reg. No. N8865S      Time (Lcl) - 0745 CST

-----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 - AIR TRACTOR 301

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 5000

No. of Seats - 1

Eng Make/Model - P & W R1340AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 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- 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

OLUSKEE,OK

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - WET

SOFT

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)

COMMERCIAL

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 18

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2800	Last 24 Hrs	-	5
-------	---	------	-------------	---	---

Make/Model-	270	Last 30 Days-	49
-------------	-----	---------------	----

Instrument-	6	Last 90 Days-	240
-------------	---	---------------	-----

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATION THE ENGINE SUSTAINED A POWER LOSS DUE TO SEPARATION OF THE NUMBER 9 CYLINDER HEAD. DURING THE FORCED LANDING IN ROUGH TERRAIN THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 665

3/14/87

OLUSKEE,OK

A/C Reg. No. N8865S

Time (Lc1) - 0745 CST

-----  
Occurrence #1        LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - SEPARATION  
-----

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. - 656      3/27/87      CLAREMORE,OK      A/C Reg. No. N320HP      Time (Lcl) - 1749 CST

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

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

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

Make/Model - DEHAVILLAND DHC-1B-2S5	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1930	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 320 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLAREMORE,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CLAREMORE,OK	ROBERT W. DEAN
Wind Dir/Speed- UNK/NR		Runway Ident - N/A
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 2500/ 60
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - FORCED LANDING	
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 - 1122
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 232
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

MUD DAUBERS PLUGGED THE FUEL TANK VENTS RESULTING IN FUEL STARVATION AND ENGINE FAILURE. THE ACFT RECEIVED SUBSTANTIAL DAMAGE DURING THE FORCED LNDG AND THE PLT WAS SERIOUSLY INJURED.

Brief of Accident (Continued)

File No. - 656

3/27/87

CLAREMORE,OK

A/C Reg. No. N320HP

Time (Lc1) - 1749 CST

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

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. FLUID,FUEL - STARVATION
- 

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 618      4/25/87      POND CREEK,OK      A/C Reg. No. N2114E      Time (Lcl) - 2022 CDT

-----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 -TAKEOFF			0	0	0	1	
			0	0	0	3	

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	POND CREEK,OK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PONCA CITY,OK	POND CREEK
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300
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 - 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 - UNK/NR	Total - 111
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

PILOT FAILED TO LOWER FLAPS FOR A SHORT FIELD TAKEOFF. AFTER ROTATION THE PILOT REALIZED THAT THE AIRCRAFT WOULD NOT CLEAR A POWER LINE OFF THE END OF THE RUNWAY AND ABORTED THE TAKEOFF. THE AIRCRAFT RAN OFF THE END OF THE RUNWAY AND CONTACTED A FENCE AND DITCH NOSING OVER INVERTED CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 618

4/25/87

POND CREEK,OK

A/C Reg. No. N2114E

Time (Lcl) - 2022 CDT

Occurrence #1            OVERRUN  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SOFT
2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. PERFORMANCE DATA - MISREAD - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

5. OBJECT - FENCE

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) 3

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. - 660      8/05/87      EL RENO,OK      A/C Reg. No. N9048Q      Time (Lcl) - 1045 CDT

-----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	1	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/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- 060/008 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 10000 FT SCATTERED  
Lowest Ceiling      - 25000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY,OK  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

EL RENO MUNICIPAL  
Runway Ident      - 35  
Runway Lth/Wid      - 4200/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 46

Biennial Flight Review

Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	186	Last 24 Hrs	-	1
Make/Model-	137	Last 30 Days-	UNK/NR		
Instrument-	3	Last 90 Days-	8		
Multi-Eng	-	1			

Instrument Rating(s) - NONE

-----Narrative-----

ACFT BOUNCED ON TOUCHDOWN AND BEGAN PORPOISING DOWN THE RUNWAY. ACCORDING TO THE PLT, FOLLOWING THE SECOND BOUNCE, THE RT FRONT SEAT PASSENGER APPLIED FULL THROTTLE AND THE ACFT VEERED LEFT INTO A FENCE. AFTER STRIKING THE FENCE THE NOSE GEAR COLLAPSED WHEN IT DUG INTO SOFT PLOWED DIRT AND THE ACFT NOSED OVER AND SKIDDED TO A STOP INVERTED. THE RT FRONT SEAT PAX WAS NOT A RATED PILOT.

Brief of Accident (Continued)

File No. - 660

8/05/87

EL REND,OK

A/C Reg. No. N9048Q

Time (Lcl) - 1045 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ABORTED

Finding(s)

2. CONTROL INTERFERENCE - INITIATED - PASSENGER
3. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL  
7. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL  
8. LANDING GEAR,NOSE GEAR - OVERLOAD

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) 1,3,4,6

Factor(s) relating to this accident is/are finding(s) 2,5,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 649      5/13/87      SILETZ,OR      A/C Reg. No. N47256      Time (Lcl) - 0620 PDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -OTHER WORK USE  
Flight Conducted Under      -14 CFR 133  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model      - AEROSPATIALE SA315-D LAMA  
Landing Gear      - SKID  
Max Gross Wt      - 4300  
No. of Seats      - 5

Eng Make/Model      - ARTOUSTE IIIB T-MECA  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 562 HP

ELT Installed/Activated - YES/NO  
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      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAWN

Itinerary

Last Departure Point  
NEWPORT,OR  
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      - DIRT  
Runway Status      - HIGH VEGETATION  
ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL

HELICOPTER

Age - 44  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 7896	Last 24 Hrs	- 7
Make/Model-	1666	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	122
		Rotorcraft	- 7896

Instrument Rating(s) - NONE

-----Narrative-----

DURING EXTERNAL LOAD OPERATIONS THE CHOCKERS BECAME LOOSE DUE TO IMPROPER LOADING. THE EXTERNAL LOAD LONGLINE CABLE BECAME ENTANGLED WITH THE TAILROTOR CAUSING A FAILURE OF THE TAIL ROTOR SYSTEM. THE HELICOPTER ASSUMED A NOSE DOWN ATTITUDE AND SPUN TO THE LEFT, IMPACTING TERRAIN WITH THE LEFT SKID, AND THEN ROLLING OVER ONTO ITS RIGHT SIDE. THE TAIL ROTOR WAS LOCATED 100 YARDS FROM THE IMPACT AREA.



Brief of Accident (Continued)

File No. - 649

5/13/87

SILETZ,OR

A/C Reg. No. N47256

Time (Lcl) - 0620 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation HOVER

Finding(s)

1. PICK-UP EQUIPMENT - DISCONNECTED
2. TIE DOWN/SECURITY OF CARGO - NOT ATTAINED - GROUND PERSONNEL
3. ROTOR SYSTEM - FAILURE, TOTAL
4. ROTOR SYSTEM - FOREIGN OBJECT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation HOVER

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE - 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) 1,2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 630      5/17/87      WAGONTIRE,OR      A/C Reg. No. N3523X      Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	4

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

Fire NONE      Crew Pass

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

Make/Model - MOONEY M20F  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
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/NO  
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- 300/005 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WAGONTIRE,OR  
Destination  
JOHN DAY,OR

Airport Proximity  
ON AIRSTRIP

Airport Data

WAGONTIRE  
Runway Ident - UNK/NR  
Runway Lth/Wid - 2300/ 30  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 411	Last 24 Hrs	- 1
Make/Model-	299	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF WITH FULL FLAPS AND A DENSITY ALTITUDE OF ABOUT 6,200 FEET THE AIRCRAFT FAILED TO GAIN FLYING SPEED. SHORTLY AFTER BECOMING AIRBORNE THE AIRCRAFTS GEAR CAUGHT ON A BARBED WIRE FENCE AT THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT THEN STRUCK THE GROUND COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 630

5/17/87

WAGONTIRE,OR

A/C Reg. No. N3523X

Time (Lc1) - 1400 PDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. OBJECT - FENCE
  3. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
  4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
  5. PERFORMANCE DATA - NOT UNDERSTOOD - PILOT IN COMMAND
- 

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

-----  
Occurrence #3            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) 3,4,5

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. - 651      5/29/87      PROSPECT,OR      A/C Reg. No. N4173F      Time (Lcl) - 1130 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	0	3

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

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300 A  
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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR  
Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 40.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALBANY,OR

Destination

RENO,NV

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

HIGH VEGETATION

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 - 31

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1030      Last 24 Hrs - 2

Make/Model- 100      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST PWR DURING CRUISE FLT DUE TO LOSS OF OIL PRESSURE BECAUSE OF MULTIPLE OIL LEAKS. THE RECOMMENDED T.B.O. IS 1800 HRS AND THIS ENG HAD A TOTAL OF 2344 HRS. A TOP OVERHAUL HAD BEEN ACCOMPLISHED 140 FLT HRS PRIOR TO THE ACC. THE ACFT HAD ONLY BEEN FLOWN 25 HRS IN THE LAST 3 YRS. THE PLT HAD DEPARTED ON THIS X-COUNTRY WITHOUT FILING A FLT PLAN. DURING THE FORCED LNDG AFTER THE LOSS OF POWER THE ACFT COLLIDED WITH TREES DURING THE LNDG ROLL.

Brief of Accident (Continued)

File No. - 651

5/29/87

PROSPECT,OR

A/C Reg. No. N4173F

Time (Lcl) - 1130 PDT

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

Finding(s)

1. FLUID,OIL - LEAK
  2. MAINTENANCE,OVERHAUL - NOT PERFORMED - COMPANY/OPERATOR MGMT
  3. FLUID,OIL - STARVATION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        ON GROUND COLLISION WITH TERRAIN  
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. - 654      6/07/87      AURORA,OR      A/C Reg. No. N9232K      Time (Lcl) - 1630 PDT

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

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

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

Make/Model - PIPER PA28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	ON AIRPORT
Method - N/A	AURORA,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AURORA STATE
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4100/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 10	Make/Model- 147
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING CLIMBOUT AT ABOUT 500 FEET AGL FOR A TOUCH AND GO, A LOSS OF POWER OCCURRED. FORCED LANDING WAS ACCOMPLISHED ONTO A ROUGH FIELD WHERE THE LEFT WING STRUCK A SMALL TREE. THE AIRCRAFT SPUN AROUND AND THE NOSE GEAR AND MAIN GEAR COLLAPSED. EXAMINATION OF THE AIRCRAFT'S ENGINE REVEALED THAT THE NUMBER FOUR EXHAUST VALVE FAILED AT THE STEM. THE TOTAL TIME ON THE ENGINE WAS BEYOND THE MANUFACTURER'S RECOMMENDED OVERHAUL TIME.

Brief of Accident (Continued)

File No. - 654

6/07/87

AURORA,OR

A/C Reg. No. N9232K

Time (Lc1) - 1630 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,VALVE - FAILURE,TOTAL
2. MAINTENANCE,OVERHAUL - NOT OBTAINED - COMPANY/OPERATOR MGMT

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 - TREE(S)

Occurrence #4      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) 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. - 635      6/12/87      MILTON-FREEWATR,OR      A/C Reg. No. N2219W      Time (Lcl) - 1145 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 137	ON GROUND	Pass	0	0	0
Accident Occurred During	-DESCENT					

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

Make/Model	- BELL 47G-3B-2	Eng Make/Model	- LYCOMING TVO-435 SER	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 280 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	MILTON FREEWATR,OR	
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		Runway Status
		- N/A

-----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 - 6977
SE LAND	Months Since	- 19	Make/Model- 6977
HELICOPTER	Aircraft Type	- UNK/NR	Instrument- 23
			Last 24 Hrs - 4
			Last 30 Days- UNK/NR
			Last 90 Days- 104
			Rotorcraft - 6977

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS HOVERING UP RISING TERRAIN AT A SLOW AIRSPEED, AT 15 FEET ABOVE THE GROUND WHILE ON AN AGRICULTURAL SPRAYING FLIGHT AND ENCOUNTERED SETTLING WITH POWER. THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT AND IMPACTED THE GROUND.



Brief of Accident (Continued)

File No. - 635

6/12/87

MILTON-FREEWATER, OR

A/C Reg. No. N2219W

Time (Lcl) - 1145 PDT

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

Finding(s)

1. TERRAIN CONDITION - RISING
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. AIRCRAFT HANDLING - IMPROPER - 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

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. - 785	6/23/87	WHITE CITY,OR	A/C Reg. No. N7352X	Time (Lcl) - 1247 PDT
----------------	---------	---------------	---------------------	-----------------------

---

----Basic Information----

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

---

----Aircraft Information----

Make/Model - CESSNA 150B	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 - 1670	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	WHITE CITY,OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BEAGLE SKY RANCH
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
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 - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2124
SE LAND	Months Since - 23	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 100
		Multi-Eng - 31
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - AIRPLANE

---

----Narrative----

AFTER ABOUT ONE HOUR OF FLIGHT AND DURING A TAKEOFF THE ENGINE CEASED OPERATING. THE PILOT ATTEMPTED TO LAND THE AIRCRAFT ONTO THE REMAINING RUNWAY BUT AN OVERRUN OCCURRED. THE AIRCRAFT ROLLED THROUGH A FENCE AND THEN A DITCH WITH THE NOSE GEAR BREAKING OFF. A SMALL FIRE ERUPTED AFTER THE AIRCRAFT CAME TO REST ON A DRY FIELD. A FUEL VENT WAS FOUND TO HAVE BEEN PLUGGED BY MUD DABBERS.

---

Brief of Accident (Continued)

File No. - 785

6/23/87

WHITE CITY,OR

A/C Reg. No. N7352X

Time (Lcl) - 1247 PDT

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

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #3        OVERRUN  
Phase of Operation    LANDING - ROLL

Occurrence #4        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. OBJECT - FENCE

Occurrence #5        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
5. LANDING GEAR,MAIN GEAR - OVERLOAD

-----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. - 752	1/24/87	BOYERTOWN, PA	A/C Reg. No. N10VF	Time (Lcl) - 1830 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	0	1
Accident Occurred During -LANDING			0	0	0
					None

---

-----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 - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 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- 320/016 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point GAITHERSBURG, MD</p> <p>Destination PERKIOMEN, PA</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 OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p>
--	--	--

---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) STUDENT</p>	<p>Age - 18</p> <p>Biennial Flight Review 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> <table border="0" style="width: 100%;"> <tr> <td>Total - 75</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 73</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 10</td> </tr> </table>	Total - 75	Last 24 Hrs - 3	Make/Model- 73	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 10
Total - 75	Last 24 Hrs - 3							
Make/Model- 73	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 10							

---

Instrument Rating(s) - NONE

---

-----Narrative-----

STUDENT PILOT ON A SOLO CROSS-COUNTRY FLIGHT EXPERIENCED FUEL EXHAUSTION, LANDED IN A FIELD AND COLLIDED WITH A STONEWALL. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT RECEIVED MINOR INJURIES.

---

Brief of Accident (Continued)

File No. - 752

1/24/87

BOYERTOWN, PA

A/C Reg. No. N10VF

Time (Lc1) - 1830 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - POOR - 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 OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - RISING
  7. LIGHT CONDITION - DARK NIGHT
- 

-----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) 2,3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 728	8/23/87	VEGA BAJA, PR	A/C Reg. No. N100UA	Time (Lcl) - 1800 AST
----------------	---------	---------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - GRUMMAN AMERICAN AVN. CO AA-5	Eng Make/Model - LYCOMING O-320E2	ELT Installed/Activated - YES/NO
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 - 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	ISLA GRANDE, PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
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 - 419
SE LAND	Months Since - 8	Make/Model- 231
	Aircraft Type - AA-5	Instrument- 1
		Multi-Eng - 7
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 5

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE PLT STATED THAT HE HAD DESCENDED FROM 4500 FT TO GET OUT OF THE CLOUDS & AT 1300 FT, THE ENG BECAME ROUGH. HE STATED THE RPM DROPPED FROM 2300 TO 1000. HE ALSO STATED THAT HE DID NOT USE CARB HEAT PRIOR TO OR DURING THE DESCENT. THE PLT STATED THAT WHEN HE CHECKED HIS MAGS DURING THE DESCENT, THE RT ONE WAS INOP. THE PLT ADVISED THAT WHEN THE RECOVERY TEAM RETURNED TO THE CRASH SITE THE NEXT MORNING, SCAVENGERS HAD ALL BUT COMPLETELY STRIPPED THE ACFT.

---

Brief of Accident (Continued)

File No. - 728

8/23/87

VEGA BAJA,PR

A/C Reg. No. N100UA

Time (Lcl) - 1800 AST

Occurrence #1            LOSS OF ENGINE POWER  
Phase of Operation      CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. DESCENT - PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
6. IGNITION SYSTEM; MAGNETO - INOPERATIVE

Occurrence #2            FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 746      4/25/87      SUMTER, SC      A/C Reg. No. N13PH      Time (Lcl) - 0835 EDT

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

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

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

Make/Model - SPARTAN 7W	Eng Make/Model - P & W WASPJR-R-985	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	GREENVILLE, SC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SHAW AFB
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22L
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 8000/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 16000
SE LAND, ME LAND, SE SEA	Months Since - 19	Make/Model- 115
HELICOPTER	Aircraft Type - 58	Instrument- 3750
		Multi-Eng - 9800
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 65
		Rotorcraft - 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE AIRPLANE BEGAN TO TURN TO THE LEFT AFTER LDG WHEN THE TAILWHEEL TOUCHED DOWN; SUBSEQUENT EFFORTS TO COUNTERACT THE TURN WERE NOT SUCCESSFUL. THE AIRPLANE RAN OFF THE SIDE OF THE RWY AND HIT A DEPRESSION IN THE TERRAIN, COLLAPSING THE MAIN LDG GEAR. THE WIND AT THE TIME WAS REPORTEDLY CALM. POST-ACCIDENT EXAMINATION OF THE AIRPLANE BY AN FAA AIRWORTHINESS INSPECTOR REVEALED NO EVIDENCE OF ANY PRE-EXISTING MECHANICAL MALFUNCTION OR FAILURE.



Brief of Accident (Continued)

File No. - 746

4/25/87

SUMTER, SC

A/C Reg. No. N13PH

Time (Lc1) - 0835 EDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
4. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 641      4/28/87      GREENVILLE, SC      A/C Reg. No. N3240Y      Time (Lcl) - 2318 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

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

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

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5000  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO470L  
Number Engines - 2  
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 - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 350/014 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SPARTANBURG, SC  
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

GREENVILLE DOWNTOWN  
Runway Ident - 36  
Runway Lth/Wid - 5393/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total - 4090	Last 24 Hrs - UNK/NR
Make/Model- 170	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 60
Multi-Eng - 1530	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LANDED WITH THE LANDING GEAR IN THE UP POSITION WHEN THE PILOT INADVERTENTLY FAILED TO EXTEND THE GEAR. HE HAD DISARMED THE LANDING GEAR WARNING SYSTEM BY PULLING THE SYSTEM CIRCUIT BREAKER BECAUSE IT WAS ACTIVATING AT NORMAL POWER SETTINGS. HE INADVERTENTLY FAILED TO RESET THE GEAR WARNING CIRCUIT BREAKER BEFORE LANDING AND RECEIVED NO WARNING THAT HE WAS LANDING WITH THE GEAR UP.

Brief of Accident (Continued)

File No. - 641

4/28/87

GREENVILLE, SC

A/C Reg. No. N3240Y

Time (Lcl) - 2318 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - NOT ENGAGED
2. GEAR EXTENSION - NOT USED - PILOT IN COMMAND
3. LANDING GEAR, GEAR WARNING SYSTEM - DISCONNECTED
4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. WHEELS UP LANDING - PERFORMED - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 623	5/06/87	SPARTANBURG, SC	A/C Reg. No. N713DM	Time (Lcl) - 1400 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 1
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

---

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

Make/Model - BEECH E-55	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 - 5300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

---

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GREER, SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SPARTANBURG DOWNTOWN MEM.
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5203/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1940
SE LAND, ME LAND	Months Since - 6	Make/Model- 124
	Aircraft Type - PA-34	Instrument- 160
		Multi-Eng - 628
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 23

---

Instrument Rating(s) - AIRPLANE

---

-----Narrative-----

THE PLT REPORTED THAT HE LOWERED THE LDG GEAR AND OBSERVED A DOWN-AND-LOCKED INDICATION ON THE LDG GEAR POSITION LIGHT ON FINAL APPCH. DURING ROLLOUT, HE FELT A SEVERE VIBRATION IN THE NOSE GEAR AND PULLED BACK ON THE YOKE IN AN ATTEMPT TO REDUCE IT. HE THEN APPLIED THE BRAKES AND THE NOSE GEAR COLLAPSED. AS THE ACFT SLID TO A STOP, THE RT MAIN GEAR COLLAPSED. SMOKE BEGAN TO FILL THE COCKPIT AND THE PLT EXITED THE ACFT THROUGH THE EMERGENCY EXIT. RESCUE PERSONNEL REPORTED FINDING THE ACFT RESTING GEAR-UP ON THE RWY WHEN THEY RESPONDED TO THE ACCIDENT. AN A&P MECHANIC ON-SCENE ASSISTED IN EXTINGUISHING A FIRE THAT HAD BROKEN OUT, AND ENTERED THE ACFT AFTERWARD. HE REPORTED FINDING THE GEAR SELECTOR LEVER IN THE "UP" POSITION. HE NOTED THAT THE FLAP SELECTOR WAS IN THE "DOWN" POSITION. POST-CRASH EXAM OF THE ACFT BY THE FAA REVEALED NO EVIDENCE OF PRE-EXISTING MALFUNCTION OR MECH FAILURE IN THE LDG GEAR DOWN-LOCK SYSTEM. THE INBD MLG DOORS WERE OBSERVED TO BE PARTIALLY GROUND AWAY.

---

Brief of Accident (Continued)

File No. - 623

5/06/87

SPARTANBURG, SC

A/C Reg. No. N713DM

Time (Lcl) - 1400 EDT

---

Occurrence #1 COMPLETE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 638      5/24/87      SPARTANBURG, SC      A/C Reg. No. N6408      Time (Lcl) - 1230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

ON GROUND

Crew

Pass

1

0

0

1

0

0

0

0

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

Make/Model - HILLER UH-12D (H23)

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 3

Eng Make/Model - LYCOMING O-435-23C-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- 180/009 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 3200 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPARTANBURG, SC

Destination

DUNCAN, SC

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

HELICOPTER

Age - 63

Biennial Flight Review

Current - NO

Months Since - 12

Aircraft Type - UH-12D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1800

Make/Model- 1194

Instrument- 4

Last 24 Hrs - UNK/NR

Last 30 Days- 9

Last 90 Days- 26

Rotorcraft - 1194

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT ABOVE THE TREETOPS, THE PASSENGER REPORTED THAT THEY HEARD A LOUD "POP" OVER THE SOUND OF THE ENGINE. THE PLT TOLD HER THAT THEY WERE GOING DOWN AND SHE NOTICED THE MAIN ROTOR BLADES BEGAN TO TURN SLOWER THAN USUAL BEFORE THE HELO COLLIDED WITH TREES AND THEN THE GROUND. A PROLONGED POST IMPACT GROUND FIRE CONSUMED THE WRECKAGE. THOROUGH EXAMINATION OF THE FLIGHT CONTROLS, ENGINE AND TRANSMISSION ASSEMBLY DID NOT REVEAL ANY EVIDENCE OF MECHANICAL MALFUNCTION. THE FUEL AND IGNITION SYSTEM WAS COMPLETELY DESTROYED BY FIRE AND WAS UNABLE TO BE EVALUATED. ASSOCIATES OF THE PILOT STATED THAT HE USUALLY OPERATED AT APPROX 200 FT AGL.

Brief of Accident (Continued)

File No. - 638

5/24/87

SPARTANBURG, SC

A/C Reg. No. N6408

Time (Lcl) - 1230 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, OTHER - UNDETERMINED
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)
  3. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
  4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  5. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
  6. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND
  7. TERRAIN CONDITION - GROUND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 749      8/30/87      MYRTLE BEACH, SC      A/C Reg. No. N6094Z      Time (Lcl) - 1345 EDT

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

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

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

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1539
SE LAND	Months Since - 12	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 14
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- 271

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ABOUT 45 MNTES INTO THE FLIGHT, THE PILOT NOTICED A DROP IN ENGINE OIL PRESSURE WHEN HE DECIDED TO RETURN TO THE AIRPORT. THE CABIN FILLED WITH SMOKE, AND THE ENGINE CONTINUED TO LOSE POWER. THE PILOT HAD NO CHOICE BUT TO DITCH. THE WRECKAGE EXAMINATION DISCLOSED THAT, NO. 4 CYLINDER WAS CRACKED IN THE SPARK PLUG HOLE WHICH TRAVELED TOWARDS THE EXHAUST PORT. THE PILOT REPORTED THAT AUTOMOTIVE FUEL WAS USED FOR THIS FLIGHT.



Brief of Accident (Continued)

File No. - 749

8/30/87

MYRTLE BEACH, SC

A/C Reg. No. N6094Z

Time (Lcl) - 1345 EDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
  2. FLUID, OIL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. FUSELAGE, CREW COMPARTMENT - SMOKE
- 

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

Finding(s)

4. TERRAIN CONDITION - WATER
- 

-----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. - 670      7/26/87      CUSTER, SD      A/C Reg. No. N2346U      Time (Lcl) - 1540 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA 172D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300 SER  
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 - 180/015 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  
DRAPER, SD  
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

CUSTER COUNTY  
Runway Ident - 07  
Runway Lth/Wid - 4700/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - C-172D

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 220      Last 24 Hrs - 4  
Make/Model - 220      Last 30 Days - UNK/NR  
Instrument - 0      Last 90 Days - 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS PLT-RATED PAX WERE LANDING ON RWY 7 (4700 FT X 50 FT) AT CUSTER COUNTY ARPT (5602 FT MSL), CUSTER, SD. THE PLT ESTIMATED THE WINDS TO BE FROM 180 DEG AT 15 KTS. ANOTHER PLT AT THE ARPT ESTIMATED THE WINDS TO BE OUT OF THE SE AT 20 TO 25 KTS ALL THAT DAY. THE PLT SAID HE TOUCHED DOWN ON THE RWY AND THE X-WIND BLEW HIM TO THE LEFT. THE PLT TOLD FAA OFFICIALS THAT AS HE STARTED TO FLARE FOR LANDING, THE ACFT STARTED DRIFTING TO THE LEFT. AFTER THE ACFT TOUCHED DOWN, IT DEPARTED THE LEFT SIDE OF THE RWY AND COLLIDED WITH A ROCK PILE.

Brief of Accident (Continued)

File No. - 670

7/26/87

CUSTER, SD

A/C Reg. No. N2346U

Time (Lcl) - 1540 MDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 639      4/21/87      CLARKSVILLE, TN      A/C Reg. No. N46884      Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire      NONE

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

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

Make/Model      - BELL UH-1B  
Landing Gear      - SKID  
Max Gross Wt      - 8500  
No. of Seats      - 2

Eng Make/Model - LYCOMING T-53  
Number Engines - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 6600 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- 180/003 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      - 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, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 27  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 5177      Last 24 Hrs - UNK/NR  
Make/Model- 970      Last 30 Days- UNK/NR  
Instrument- 210      Last 90 Days- 120  
Multi-Eng - 247      Rotorcraft - 4580

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST TAIL ROTOR CONTROL IN CRUISE FLIGHT AFTER THE TAIL ROTOR DRIVE SHAFT SEPARATED. THE TAIL ROTOR SYSTEM HAD SUSTAINED PREVIOUS DAMAGE ABOUT 4 YEARS PRIOR TO THIS ACCIDENT WHEN, WHILE BEING OPERATED AS A PUBLIC USE AIRCRAFT, THE HELICOPTER SKIDDED OFF A PORTABLE LANDING PAD. THE AIRCRAFT RECORDS SHOWED NO MAINTENANCE OR INSPECTIONS SINCE THAT PREVIOUS DAMAGE TO THE TAIL ROTOR SYSTEM. THE PUBLIC USE AGENCY HAD ELECTED NOT TO REPAIR THE TAIL ROTOR SYSTEM AND SUBSEQUENTLY SOLD THE HELICOPTER TO AN AIRCRAFT DEALER.

Brief of Accident (Continued)

File No. - 639

4/21/87

CLARKSVILLE, TN

A/C Reg. No. N46884

Time (Lcl) - 1530 CDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION
  2. MAINTENANCE, INSPECTION OF AIRCRAFT - DISREGARDED - COMPANY/OPERATOR MGMT
  3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - COMPANY/OPERATOR MGMT
- 

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

Finding(s)

5. MAINTENANCE, MAJOR REPAIR - NOT PERFORMED - COMPANY/OPERATOR MGMT
- 

-----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. - 778      7/08/87      UNION CITY, TN      A/C Reg. No. N8046K      Time (Lcl) - 1000 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION  
Flight Conducted Under -14 CFR 137  
Accident Occurred During -LANDING

Fire NONE  
Crew 0  
Pass 0

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

Make/Model - GULFSTREAM-SCHWEIZER G164B-600	Eng Make/Model - P & W R1340 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 110/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 10000 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

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 - DRY

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

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

Age - 50  
Biennial Flight Review  
Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total - 10000	Last 24 Hrs - UNK/NR
Make/Model- 2000	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG-ACFT LOST POWER WHILE TURNING, SHORTLY AFTER DEPARTURE FROM A FIELD. DURING THE SUBSEQUENT FORCED LDG, THE ACFT STRUCK A FENCE AND NOSED OVER. THE ENGINE WAS TORN FROM THE ACFT DURING THE IMPACT SEQUENCE. POST-CRASH EXAMINATION OF THE ACFT ENGINE BY AN FAA INSPECTOR REVEALED A QUANTITY OF WATER IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 778

7/08/87

UNION CITY, TN

A/C Reg. No. N8046K

Time (Lcl) - 1000 CDT

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FLUID - WATER
3. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - FENCE

Occurrence #4 NOSE OVER  
Phase of Operation LANDING

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

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

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

Brief of Accident

File No. - 674      7/11/87      MEMPHIS, TN      A/C Reg. No. N3950L      Time (Lcl) - 1415 CDT

-----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	0	0	0
Pass	0	0	0	0

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

Make/Model    - GROB G102-111B  
Landing Gear   - UNK/NR  
Max Gross Wt   - 838  
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    - NO RECORD OF BRIEFING  
Method          - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 240/006 KTS  
Visibility      - 8.0    SM  
Lowest Sky/Clouds - 4000 FT SCATTERED  
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 - UNK/NR  
Type of Clearance   - UNK/NR  
Type Apch/Lndg      - UNK/NR

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  
GLIDER

Age - UNK/NR  
Biennial Flight Review  
Current        - YES  
Months Since   - 24  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total          - 530  
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) - AIRPLANE

-----Narrative-----

GLIDER TOW ROPE RELEASED AT ABOUT 200FT FOLLOWING T/O. GLIDER MADE RT TURN FOLLOWED BY STALL/SPIRAL WHICH CONTINUED UNTIL GROUND IMPACT. TOW PILOT SAW GLIDER PILOT'S HAT FALLING TO GROUND JUST AFTER TOW ROPE WAS RELEASED BY GLIDER PILOT. GLIDER CANOPY WAS FOUND UNLATCHED DURING EXAMINATION OF THE GLIDER WRECKAGE.



Brief of Accident (Continued)

File No. - 674

7/11/87

MEMPHIS, TN

A/C Reg. No. N3950L

Time (Lcl) - 1415 CDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - UNLOCKED
  2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
  3. DIVERTED ATTENTION - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 725      2/06/87      DIBOLL, TX      A/C Reg. No. N6497N      Time (Lcl) - 1853 CST

-----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	1	0	0
Accident Occurred During - DESCENT			1	0	0

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

Make/Model - CESSNA 210N	Eng Make/Model - CONTINENTAL IO 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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NACOGDOCHES, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	AUSTIN, TX	Runway Ident - N/A
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1483
SE LAND	Months Since - 1	Make/Model- 638
	Aircraft Type - C210N	Instrument- 79
		Last 24 Hrs - 1
		Last 30 Days- 5
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS DESTROYED WHEN IT IMPACTED THE GROUND IN AN UNCONTROLLED ATTITUDE AT HIGH SPEED. THE NON-INSTRUMENT RATED PVT PLT HAD FILED IFR AND DEPARTED INTO M80VC 5 L-F WEATHER WITH TOPS ABOVE 8,000'. ABOUT 20 MINUTES AFTER DEPARTURE, THE PLT REPORTED TO THE CONTROLLER THAT HE WAS EXPERIENCEING INSTRUMENT PROBLEMS. SHORTLY THEREAFTER THE PLT BECAME TOTALLY DISORIENTED AND ENTERED AN UNCONTROLLED DESCENT. INVESTIGATION DID NOT REVEAL AN MECHANICAL FAILURE OR MALFUNCTION ON THE ACFT, ENGINE OR INSTRUMENT SYSTEMS. ATC TRANSCRIPTS INDICATED THAT THE PLT WAS UNFAMILIAR WITH IFR PROCEDURES AND TECHNIQUES AND THAT HE APPEARED TO BE CONFUSED ABOUT THE CLEARANCE AND HOW TO EXECUTE IT. THE PLT'S LAST IFR INSTRUCTION HAD BEEN ALMOST 2 YEARS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 725

2/06/87

DIBOLL, TX

A/C Reg. No. N6497N

Time (Lcl) - 1853 CST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
  2. WEATHER CONDITION - FOG
  3. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation   CRUISE - NORMAL

Finding(s)

4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
  7.        IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
  8.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
  9.        IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - 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) 1,2,4,5,6,7,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 664      2/22/87      NEW BRAUNFELS, TX      A/C Reg. No. N1082Z      Time (Lcl) - 1315 CST

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

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

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

Make/Model	- BELL 206B	Eng Make/Model	- ALLISON 250 C20B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 317 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 - 010/006 KTS</p> <p>Visibility        - 20.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling    - 25000 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">AUSTIN, TX</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 style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident        - N/A</p> <p>Runway Lth/Wid     - N/A</p> <p>Runway Surface     - DIRT</p> <p>Runway Status      - WET</p> <p style="padding-left: 20px;">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, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 71</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current            - UNK/NR</p> <p style="padding-left: 20px;">Months Since      - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type      - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total            - UNK/NR</p> <p style="padding-left: 20px;">Make/Model-    UNK/NR</p> <p style="padding-left: 20px;">Instrument-    UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng       - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft      - UNK/NR</p>
--	---	--

Instrument Rating(s) - NONE

-----Narrative-----

ACFT HAD BEEN PARKED IN AN OPEN FIELD AND WHEN THE PLT RETURNED HE NOTICED THAT THE LEFT SKID HAD SUNK INTO THE MUD. AFTER ENG START AND RUN UP, THE PLT ATTEMPTED TO TAKEOFF WITH RIGHT CYCLIC APPLIED TO UN-STICK THE LEFT SKID. THE ACFT LIFTED OFF WITH A RIGHT ROLL VECTOR AND ENTERED DYNAMIC ROLL OVER. THE ROLL CONTINUED UNTIL THE MAIN ROTOR BLADES CONTACTED THE GROUND. THE ACFT CAME TO REST ON ITS RIGHT SIDE. THE PLT FLT TIME WAS NOT REPORTED.

Brief of Accident (Continued)

File No. - 664

2/22/87

NEW BRAUNFELS, TX

A/C Reg. No. N1082Z

Time (Lcl) - 1315 CST

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

Finding(s)

1. LANDING GEAR, SKID ASSEMBLY - MOVEMENT RESTRICTED
  2. AIRCRAFT PERFORMANCE, ROLLING MANEUVERS - EXTRANEIOUS
  3. LIFT-OFF - IMPROPER - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2      ROLL 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) 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. - 607      3/19/87      AUSTIN, TX      A/C Reg. No. N666TV      Time (Lcl) - 0930 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BELL 206B  
Landing Gear      - HIGH SKID  
Max Gross Wt      - 3200  
No. of Seats      - 5

Eng Make/Model      - ALLISON 250 C20B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 420 HP

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

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

Weather Data

Wx Briefing      - NWS  
Method      - TV/RADIO  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 130/004 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - 15000 FT SCATTERED  
Lowest Ceiling      - 25000 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      - TRAFFIC ADVISORY  
Type Apch/Lndg      - TRAFFIC PATTERN  
FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

KVUE HELIPORT  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 40

Biennial Flight Review

Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 3743	Last 24 Hrs	- 1
Make/Model	- 519	Last 30 Days	- UNK/NR
Instrument	- 146	Last 90 Days	- 72
Multi-Eng	- 12	Rotorcraft	- 3112

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

ACFT WAS DAMAGED DURING A HARD LANDING ON A ROOF TOP HELIPORT FOLLOWING A PARTIAL POWER LOSS AS A RESULT OF AN UNCOMMANDED ENGINE DECELERATION. AS THE ACFT WAS 40' ABOVE AND 40' OUT FROM THE HELIPORT PAD, THE POWER LOSS OCCURRED AND THE PLT STRETCHED HIS GLIDE TO LAND ON THE PAD. THE HARD LANDING OCCURRED AS A RESULT OF DECAYED MAIN ROTOR RPM. EXAMINATION AND FUNCTIONAL TESTING OF THE ENGINE DID NOT REVEAL THE CAUSE OF THE POWER LOSS.

Brief of Accident (Continued)

File No. - 607

3/19/87

AUSTIN, TX

A/C Reg. No. N666TV

Time (Lcl) - 0930 CST

Occurrence #1 LOSS OF POWER

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. TURBOSHAFT ENGINE - FAILURE, PARTIAL

2. TURBOSHAFT ENGINE - UNDETERMINED

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 611	4/15/87	MIDLAND, TX	A/C Reg. No. N95610	Time (Lcl) - 1910 CDT
----------------	---------	-------------	---------------------	-----------------------

---

-----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	1
Accident Occurred During -DESCENT			0	0	1
					0

---

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

Make/Model - CESSNA 182Q	Eng Make/Model - CONTINENTAL O-470 W	ELT Installed/Activated - YES/NO
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-----

<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- 250/012 KTS</p> <p>Visibility - 20.0 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 WINTERS, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN GO AROUND</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>RYAN FIELD</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2650/ 200</p> <p>Runway Surface - GRASS/TURF</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 - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 843</p> <p>Make/Model- 533</p> <p>Instrument- 23</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 9</p>
---	--	---

Instrument Rating(s) - NONE

---

-----Narrative-----

ON APRIL 15, 1987, AT APPROXIMATELY 1910 CDT, THE PRIVATE PILOT OF A CESSNA 182Q ATTEMPTED TO LAND ON A 2650 FT DIRT RUNWAY NEAR MIDLAND, TX. WITNESS STATED SHE LANDED LONG AND FAST. THE BRAKES FAILED DUE TO A PRE-EXISTING CRACK IN THE LEFT BRAKE LINE. THE PILOT ATTEMPTED TO TAKE OFF AGAIN AND WAS UNABLE TO ESTABLISH A RATE OF CLIMB NECESSARY TO CLEAR A FENCE AT THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT STRUCK THE FENCE CAUSING LOSS OF AIRCRAFT CONTROL AND SUBSEQUENT IMPACT WITH THE TERRAIN. DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS 5012 FT. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PILOT AND ONE PASSENGER ON BOARD THE AIRCRAFT SUSTAINED MINOR INJURIES.

---



Brief of Accident (Continued)

File No. - 611

4/15/87

MIDLAND, TX

A/C Reg. No. N95610

Time (Lcl) - 1910 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
  2. FLUID, HYDRAULIC - LEAK
  3. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - PILOT IN COMMAND
  4. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - INADEQUATE
  5. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
  6. PROPER CLIMB RATE - NOT ATTAINED - 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    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) 1,3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 602      4/15/87      BEN WHEELER, TX      A/C Reg. No. N1074T      Time (Lcl) - 1630 CDT

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

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

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

Make/Model	- BELL 222	Eng Make/Model	- LYCOMING LTS-101-650C3	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 14000	Engine Type	- TURBOSHAFT			
No. of Seats	- 6	Rated Power	- 620 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	LONGVIEW, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	FT. WORTH, TX		Runway Ident	- N/A
Wind Dir/Speed	- 270/008 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- GRASS/TURF
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 45	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - UNK/NR	Total - UNK/NR	Last 24 Hrs - UNK/NR
	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ALL SIX LOWER STUDS ON DRIVE HUB ASSEMBLY FAILED DUE TO FATIGUE. THIS DISCONNECTED ALL CYCLIC AND COLLECTIVE CONTROLS. TAIL BOOM THEN SEPARATED DUE TO SEVERE VIBRATIONS. HELICOPTER THEN COLLIDED WITH GROUND AND WAS DESTROYED BY POST CRASH FIRE. THE PLTS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 602

4/15/87

BEN WHEELER, TX

A/C Reg. No. N1074T

Time (Lcl) - 1630 CDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM - FATIGUE
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
3. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), AIRCRAFT COMPONENT - PRODUCTION/DESIGN PSNL
4. ROTOR DRIVE SYSTEM - FAILURE, TOTAL
5. AUTOROTATION - NOT POSSIBLE - PILOT IN COMMAND
6. ROTORCRAFT FLIGHT CONTROL - DISCONNECTED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #4 FIRE/EXPLOSION  
Phase of Operation OTHER

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

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

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

Brief of Accident

File No. - 721      4/25/87      EAGLE LAKE, TX      A/C Reg. No. N28846      Time (Lcl) - 0958 CDT

-----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	0	0	0
Pass	1	0	0	0

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

Make/Model    - GRUMMAN AA-5B  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2000  
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- 100/006 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  
KERRVILLE, TX  
Destination  
HOUSTON, TX

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

EAGLE LAKE  
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 - 53  
Biennial Flight Review  
Current            - YES  
Months Since      - 1  
Aircraft Type      - AA5B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total              - 1000  
Make/Model- UNK/NR  
Instrument- UNK/NR  
Multi-Eng - 12  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON APRIL 25, 1987 A GRUMMAN AMERICAN AA5B, N28846, IMPACTED THE TERRAIN NEAR EAGLE LAKE, TEXAS. THE PRIVATE PILOT AND HER HUSBAND RECEIVED FATAL INJURIES. THE AIRCRAFT WAS DESTROYED. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE AIRCRAFT WAS ON A CROSS COUNTRY FLIGHT FROM KERRVILLE, TEXAS TO HOUSTON, TEXAS. THE AIRCRAFT ENTERED A MEDIUM TO STEEP LEFT TURN AND FAILED TO MAINTAIN ADEQUATE AIRSPEED. THE AIRCRAFT STALLED AND IMPACTED THE TERRAIN BEFORE RECOVERY COULD BE ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 721

4/25/87

EAGLE LAKE, TX

A/C Reg. No. N28846

Time (Lc1) - 0958 CDT

-----  
Occurrence #1           ABRUPT MANEUVER  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)  
1. MANEUVER - EXCESSIVE - PILOT IN COMMAND  
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
-----

Occurrence #2           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - VFR PATTERN - BASE TURN

Finding(s)  
3. STALL - INADVERTENT - PILOT IN COMMAND  
4. DESCENT - UNCONTROLLED - 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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 603      4/26/87      FORT WORTH, TX      A/C Reg. No. N5100Q      Time (Lcl) - 1540 CDT

-----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

0

0

Minor

0

0

None

1

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-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- 180/009 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

MEACHUM FIELD, TX

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MEACHUM FIELD

Runway Ident     - 16R

Runway Lth/Wid   - 4000/ 75

Runway Surface   - ASPHALT

Runway Status    - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance   - VFR

Type Apch/Lndg    - TOUCH AND GO

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 55

Biennial Flight Review

Current           - N/A

Months Since      - N/A

Aircraft Type      - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total            - 76

Make/Model-       - 76

Instrument-        - 0

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ON A SOLO FLIGHT IN THE LOCAL AREA, LOST CONTROL OF THE AIRCRAFT WHILE PRACTICING TOUCH AND GO LANDINGS. SUBSTANTIAL DAMAGE OCCURRED WHEN THE AIRCRAFT SLID OFF THE RT SIDE OF THE RWY INTO A DITCH, CAUSING THE AIRCRAFT TO NOSE OVER INVERTED.

Brief of Accident (Continued)

File No. - 603

4/26/87

FORT WORTH, TX

A/C Reg. No. N5100Q

Time (Lc1) - 1540 CDT

-----  
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. FLARE - IMPROPER - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
- 

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) 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. - 679      4/26/87      MIDLAND, TX      A/C Reg. No. N34S      Time (Lcl) - 1930 CDT

---

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

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

---

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

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		EAGLES NEST
Basic Weather - VMC	ATC/Airspace	Runway Ident - 15
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550 -UNK/NR
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3058
SE LAND	Months Since - 23	Make/Model- 2030
	Aircraft Type - UNK/NR	Instrument- 58
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - NONE

---

-----Narrative-----

DURING A TOUCH AND GO LANDING ON A SOD STRIP THE NOSE GEAR COLLAPSED. THE STRUT ASSEMBLY PART NUMBER 0594300-5 FAILED FOR AN UNDETERMINED REASON AND THE AIRCRAFT NOSED OVER TO THE INVERTED POSITION.

---



Brief of Accident (Continued)

File No. - 679

4/26/87

MIDLAND, TX

A/C Reg. No. N34S

Time (Lcl) - 1930 CDT

-----  
Occurrence #1        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
  2. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, TOTAL
  3. LANDING GEAR, NOSE GEAR ASSEMBLY - UNDETERMINED
- 

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) 2,3

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

### Brief of Accident

Time (Lc1) - 1120 CDT

	Injuries			
Fatal	Serious	Minor	None	
0	0	0	1	
0	0	0	2	

Fire	Crew
NONE	Pass

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

MEACHAM		
Runway Ident	-	N/A
Runway Lth/Wid	-	N/A
Runway Surface	-	CONCRETE
Runway Status	-	DRY

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	- 1533	Last 24 Hrs	- 4
Make/Model	- 55	Last 30 Days	- UNK/NR
Instrument	- 124	Last 90 Days	- 33

Instrument Rating(s) - NONE

ON 6/6/87 A ROCKWELL COMMANDER 112, N1153J, IMPACTED THE TERRAIN NEAR MEACHAM FIELD, FORTH WORTH, TEXAS WHILE ON A PHOTOGRAPHY FLIGHT. THE PILOT HAD BEEN CLEARED TO LAND ON RUNWAY 16L WHEN THE TOWER CHANGED THE RUNWAY ASSIGNMENT TO 16R. THE PILOT ADDED POWER AND THE ENGINE QUIT CAUSING THE PILOT TO ATTEMPT A FORCED LANDING TO THE OFF RAMP OF INTERSTATE HIGHWAY 820. THE AIRCRAFT IMPACTED IN ROUGH, UNEVEN TERRAIN AND WAS SUBSTANTIALLY DAMAGED. THE PILOT AND TWO PASSENGERS ONBOARD WERE NOT INJURED. THE PILOT PLACED THE FUEL TANK SELECTOR ON THE RIGHT TANK DURING THE LANDING SEQUENCE. INSPECTION OF THE ACFT REVEALED NO FUEL IN THE ENGINE, LESS THAN 1 QT IN THE RT WING TK AND APPROX 17 GALS IN THE LEFT WING TANK.

Brief of Accident (Continued)

File No. - 719

6/06/87

FT.WORTH,TX

A/C Reg. No. N1153J

Time (Lc1) - 1120 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. LANDING GEAR,MAIN GEAR - SEPARATION

----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) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 681	6/07/87	BROWNWOOD, TX	A/C Reg. No. N49384	Time (Lcl) - 1930 CDT
----------------	---------	---------------	---------------------	-----------------------

---

-----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	1
Accident Occurred During -LANDING			0	0	1

---

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

Make/Model - CESSNA 152	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-----

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- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
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)
PRIVATE	Current - YES	Total - 743
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - C-152	Make/Model- 97
		Last 30 Days- UNK/NR
		Instrument- 32
		Last 90 Days- 8
		Multi-Eng - 19

Instrument Rating(s) - NONE

---

-----Narrative-----

THE ENGINE FAILED DURING CRUISE FLIGHT DUE TO FUEL EXHAUSTION. DURING THE FORCED LANDING TO A PASTURE THE RIGHT HORIZONTAL STABILIZER HIT A TREE AND A LIMB BECAME JAMMED BETWEEN THE STABILIZER AND THE ELEVATOR JAMMING IT IN THE FULL NOSE DOWN POSITION. THE NOSE GEAR COLLAPSED AT TOUCH DOWN AND THE AIRCRAFT NOSED OVER TO THE INVERTED POSITION.

---

Brief of Accident (Continued)

File No. - 681

6/07/87

BROWNWOOD, TX

A/C Reg. No. N49384

Time (Lcl) - 1930 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - DISREGARDED - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)
6. FLIGHT CONTROL, ELEVATOR - JAMMED

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

7. LANDING GEAR, NOSE GEAR - BUCKLED

-----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) 5,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 610	6/12/87	ARLINGTON, TX	A/C Reg. No. N24258	Time (Lcl) - 1715 CDT
----------------	---------	---------------	---------------------	-----------------------

---

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

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

<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- 130/010 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 2500 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 ARLINGTON, TX</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data ARLINGTON MUNICIPAL</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	---	---

---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL, CFI</p> <p>SE LAND</p>	<p>Age - 26</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-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 365</p> <p>Make/Model- 110</p> <p>Instrument- 57</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 89</p>
--	--	---

Instrument Rating(s) - NONE

---

-----Narrative-----

THE DUAL STUDENT PILOT, WHILE ON HIS SECOND FLIGHT, SUDDENLY APPLIED FULL RIGHT RUDDER DURING FLARE/TOUCHDOWN AND FROZE ON THE CONTROLS WHILE IN THIS POSITION. THE AIRCRAFT VEERED OFF THE RIGHT SIDE OF THE RUNWAY INTO DEEP AND SOFT MUD BEFORE THE CFI COULD REGAIN CONTROL. JUST BEFORE ROLLING TO A STOP THE NOSE GEAR DROPPED OFF INTO A WASHED OUT AREA AND THE AIRCRAFT FLIPPED INVERTED.

---

Brief of Accident (Continued)

File No. - 610

6/12/87

ARLINGTON, TX

A/C Reg. No. N24258

Time (Lcl) - 1715 CDT

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
2. CONTROL INTERFERENCE - INADVERTENT - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, PANIC - DUAL STUDENT
4. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
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) 1,2,3

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

Brief of Accident

File No. - 667      6/15/87      LOUISE, TX      A/C Reg. No. N7287V      Time (Lcl) - 1545 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

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

Make/Model - AERO COMMANDER CALLAIR B-1A	Eng Make/Model - P & W R-985 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4450	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	LOUISE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TUCKER STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 50
Lowest Sky/Clouds - UNK/NR 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND	Months Since - 12	Make/Model- 42
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 6
		Last 30 Days- 30
		Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS DEPARTING FROM A 1500' PRIVATE STRIP ON AN AERIAL APPLICATION FLT. OPR HAD REDUCED THE FERTILIZER LOAD ON THIS FLT IN ORDER TO COMPENSATE FOR THE HIGHER AMBIENT TEMPS IN THE AFTERNOON. ON TAKEOFF, THE ACFT LIFTED OFF NORMALLY, BUT SETTLED BACK ONTO THE RUNWAY AT THE END OF THE STRIP. IT SUBSEQUENTLY WENT THROUGH A FENCE, STRUCK A LEVEE AND FLIPPED OVER. OAT AT THE TIME OF THE ACCIDENT WAS 94 DEG. NO EVIDENCE OF MECH MALFUNCTION WAS FOUND DURING THE INVESTIGATION OR CLAIMED BY THE OPR.



Brief of Accident (Continued)

File No. - 667

6/15/87

LOUISE, TX

A/C Reg. No. N7287V

Time (Lcl) - 1545 CDT

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

Finding(s)

1. OBJECT - FENCE
2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
3. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
4. WEATHER CONDITION - TEMPERATURE EXTREMES

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - DITCH

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) 1,2,5

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. - 724      6/27/87      MONAHANS, TX      A/C Reg. No. N2500F      Time (Lcl) - 1740 CDT

-----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

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

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

Make/Model - CHAMPION 7ECA  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1650  
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 - NO

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

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 8000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MONAHANS, TX  
Destination  
UNK/NR

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ROY HURD MEMORIAL  
Runway Ident - 12  
Runway Lth/Wid - 4270/ 80  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - 47G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 526	Last 24 Hrs	- 5
Make/Model-	23	Last 30 Days-	33
Instrument-	74	Last 90 Days-	108
Multi-Eng -	38	Rotorcraft -	207

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT UPON DEPARTURE THE PILOT PULLED THE AIRCRAFT UP ABRUPTLY AND ROLLED INTO A VERY STEEP RIGHT CLIMBING TURN. AFTER ABOUT 20 MINUTES THE PILOT RETURNED TO THE AIRPORT DUE TO WEATHER CONDITIONS ALONG HIS PORPOSED ROUTE OF FLIGHT. OVER THE AIRPORT HE PULLED THE AIRCRAFT INTO A VERTICAL CLIMB AND ENTERED A HAMMERHEAD STALL AT AN EST ALT OF 200-400 FT AGL. THE AIRCRAFT WAS OBSERVED TO DESCEND INTO THE GROUND IN A STEEP NOSE DOWN ATTITUDE. THERE WAS NO EVIDENCE OF PHYSICAL OR MECHANICAL PROBLEMS AND WEATHER WAS NOT INVOLVED AS A CAUSAL FACTORS.

Brief of Accident (Continued)

File No. - 724

6/27/87

MONAHANS, TX

A/C Reg. No. N2500F

Time (Lcl) - 1740 CDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. STALL - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)

4. LEVEL OFF - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 608      7/07/87      BURNET, TX      A/C Reg. No. N3790A      Time (Lcl) - 1740 CDT

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

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

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

Make/Model - WAYNE HOOKS CASSUTT III-M	Eng Make/Model - CONTINENTAL O200A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	KATE CRADDOCK FLD.
Wind Dir/Speed- VARIABLE/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 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	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)
ATP	Current - YES	Total - 22739
SE LAND, ME LAND	Months Since - 1	Make/Model- 24
	Aircraft Type - UNK/NR	Instrument- 6075
		Multi-Eng - 21000
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON JULY 7, 1987, A CASSUTT 111M, N3790A, IMPACTED THE RUNWAY AT KATE CRADDOCK FIELD (T-27) BURNET TEXAS. THE PILOT WAS CONDUCTING THE INITIAL TEST FLIGHT OF THE HOME BUILT AIRCRAFT WHEN THE CANOPY CAME OPEN. THE PILOT ATTEMPTED TO LAND THE AIRCRAFT WHILE HOLDING THE CANOPY CLOSED. DUE TO AN APPARENT LACK OF AIRFLOW OVER THE TAIL OF THE AIRCRAFT THE AIRCRAFT WAS UNABLE TO FLARE FOR TOUCHDOWN. THE AIRCRAFT IMPACTED THE RUNWAY CAUSING MINOR DAMAGE TO THE AIRCRAFT. HOWEVER, THE PILOT SUFFERED SERIOUS INJURY.

Brief of Accident (Continued)

File No. - 608

7/07/87

BURNET, TX

A/C Reg. No. N3790A

Time (Lcl) - 1740 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - OPEN
2. FLIGHT CONTROL, ELEVATOR - INADEQUATE

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

Finding(s)

3. TERRAIN CONDITION - RUNWAY
4. FLARE - NOT POSSIBLE - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 718      7/19/87      GRAHAM, TX      A/C Reg. No. N64935      Time (Lcl) - 2010 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 - INSTRUCTIONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire  
NONE

-----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 - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 180/008 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  
GRAHAM, TX  
Destination  
DENTON, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 18  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	30	Last 24 Hrs -	2
Make/Model-	30		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

THE APPROXIMATE HALF TANKS OF FUEL WHICH THE STUDENT PILOT REPORTEDLY OBSERVED ON BOARD DURING HIS PREFLIGHT INSPECTION (AND WHICH SHOULD HAVE BEEN ON BOARD AT THAT TIME) APPARENTLY LEAKED OUT THROUGH THE BROKEN FUEL LINE FITTING AT THE CARBURETOR WHILE THE AIRCRAFT WAS AT REST AT THE CRASH SITE, EVEN THOUGH NO STRONG FUEL ODOR WAS DETECTED BY THOSE WHO EXAMINED THE AIRCRAFT LATER THAT NIGHT. THE SATISFACTORY POST ACCIDENT ENGINE OPERATIONAL CHECK REVEALED THE ENGINE WAS CAPABLE OF NORMAL OPERATION. THE REASON FOR ITS ALLEGED FAILURE DURING THE INITIAL CLIMB FROM THE GRAHAM AIRPORT WAS NOT DISCOVERED. AFTER THE POWER LOSS A FORCED LANDING WAS INITIATED. DURING THE EMERGENCY DESCENT FOR THIS LANDING THE AIRCRAFT STRUCK A POWER LINE WHICH PULLED IT INTO THE GROUND.

Brief of Accident (Continued)

File No. - 718

7/19/87

GRAHAM, TX

A/C Reg. No. N64935

Time (Lc1) - 2010 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. OBJECT - WIRE, TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER  
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 680	8/02/87	HEMPSTEAD, TX	A/C Reg. No. N78AS	Time (Lcl) - 1646 CDT
----------------	---------	---------------	--------------------	-----------------------

---

----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	1

---

----Aircraft Information----

Make/Model - BLANIK L-13	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - SKI/WHEEL	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - UNK/NR	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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HEMPSTEAD
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 57	Medical Certificate - NO MEDICAL	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 485	Last 24 Hrs - 3
	Months Since - 12	Make/Model- 17	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 51

Instrument Rating(s) - NONE

---

----Narrative----

ACFT LANDED SHORT OF THRESHOLD FOLLOWING A LOW RELEASE SHORTLY AFTER T/O. RELEASE WAS LOW DUE TO TOW PLANE'S BEING UNABLE TO CLIMB ABOVE 200' AGL DUE TO THE GLIDER'S SPOILERS BEING DEPLOYED INADVERTENTLY DURING THE T/O. THE PLT STATED THAT HE EXECUTED A 270 DEG TURN TO RETURN TO THE THRESHOLD INSTEAD OF MAKING A 90 DEG TURN TO THE RWY. PLT WAS UNAWARE OF THE SPOILER DEPLOYMENT DESPITE THE GRND CREW'S ATTEMPTS TO WARN HIM BY RADIO. THE RADIO VOLUME WAS TURNED DOWN.



Brief of Accident (Continued)

File No. - 680

8/02/87

HEMPSTEAD, TX

A/C Reg. No. N78AS

Time (Lcl) - 1646 CDT

Occurrence #1      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. SPOILER EXTENSION - IMPROPER - PILOT IN COMMAND
2. RADIO COMMUNICATIONS - NOT MAINTAINED - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 759	8/05/87	LUBBOCK, TX	A/C Reg. No. N6400Z	Time (Lcl) - 0900 CDT
----------------	---------	-------------	---------------------	-----------------------

---

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	0	Serious	0
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -TAXI				Minor	0
				None	1
					0

---

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

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	IDALOU, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LUBBOCK, TX	LUBBOCK INTERNATIONAL
Wind Dir/Speed- 090/009 KTS	ATC/Airspace	Runway Ident - 17R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 11500/ 150
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
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 - YES	Total - 550
SE LAND	Months Since - 7	Make/Model- 200
	Aircraft Type - PA-32	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 130
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

---

-----Narrative-----

THE TOE OF THE PILOTS LEFT BOOT WAS RUBBING ON THE DISPENSING HOPPER WHICH RESTRICTED APPLICATION OF RUDDER AND BRAKE. THIS RESULTED IN A LOSS OF CONTROL WHEN EXITING THE RUNWAY AND THE RESULTANT COLLISION WITH A SIGN. THE FIBERGLASS HOPPER HAD DEEP ABRASIONS JUST FORWARD AND ABOVE BOTH RUDDER PEDALS FROM THE TOES OF BOTH BOOTS RUBBING IN THE CONFINED AREA.

---

Brief of Accident (Continued)

File No. - 759

8/05/87

LUBBOCK, TX

A/C Reg. No. N6400Z

Time (Lcl) - 0900 CDT

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
2. FLT CONTROL SYST, RUDDER - MOVEMENT RESTRICTED
3. EQUIPMENT, OTHER - RESTRICTED - PRODUCTION/DESIGN PSNL
4. ACFT/EQUIP INADEQUATE, EQUIPMENT INTERFERENCE - MANUFACTURER
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

6. OBJECT - SIGN

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 678      8/08/87      REFUGIO, TX      A/C Reg. No. N38826      Time (Lcl) - 1330 CDT

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

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

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

Make/Model	- WILLIAM M. BURGE TERN	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKI/WHEEL	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

-----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- 095/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>REFUGIO, TX</p> <p>Destination</p> <p>REFUGIO, TX</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>ROOKE FIELD</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
---	--	--

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

Pilot-In-Command	Age - 60	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 175
SE LAND	Months Since - 13	Make/Model- 90
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 14
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ON AUGUST 8, 1987, A BURGE TERN, N38826 IMPACTED A TRANSMISSION WIRE AND SUBSEQUENTLY, THE TERRAIN WHILE ATTEMPTING A FORCED LANDING TO A FIELD APPROXIMATELY 7 MILES WEST OF REFUGIO, TEXAS. THE HOMEBUILT GLIDER HAD FLOWN APPROXIMATELY 18 MILES NORTHWEST OF REFUGIO WHEN IT ENCOUNTERED A LOSS OF THERMAL LIFT AND TURNED BACK TOWARD REFUGIO. VISUAL METEOROLOGICAL CONDITIONS PREVAILED. THE ACFT WAS SUBSTANTIALLY DAMAGED. HOWEVER, THE PILOT RECEIVED ONLY MINOR INJURIES.

Brief of Accident (Continued)

File No. - 678

8/08/87

REFUGIO, TX

A/C Reg. No. N38826

Time (Lc1) - 1330 CDT

Occurrence #1           FORCED LANDING  
Phase of Operation       OTHER

Finding(s)

1. WEATHER CONDITION - NO THERMAL LIFT
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       LANDING

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
8. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6,7,8

Factor(s) relating to this accident is/are finding(s) 5,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 717	8/09/87	MANSFIELD, TX	A/C Reg. No. N6287G	Time (Lcl) - 1845 CDT
----------------	---------	---------------	---------------------	-----------------------

---

-----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 150K	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 - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PARIS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FT. WORTH, TX	Runway Ident - N/A
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Make/Model- UNK/NR
	Aircraft Type - N/A	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 EXPERIENCED FUEL EXHAUSTION AND MADE A FORCED LANDING A FEW MILES SHORT OF HIS PLANNED DESTINATION. HIS PREFLIGHT TRIP PLANNING, WHICH WAS APPROVED BY HIS FLIGHT INSTRUCTOR, IF FOLLOWED CORRECTLY WOULD HAVE BEEN ADEQUATE FOR SUCCESSFUL COMPLETION OF THE PLANNED CROSS-COUNTRY FLIGHT. THIS PLAN CALLED FOR FULL FUEL UPON DEPARTURE AND A DIRECT FLIGHT FROM POINT TO POINT ALONG THE PLANNED ROUTE. AFTER THE ACCIDENT IT WAS DISCOVERED THAT HE HAD DEPARTED WITHOUT TOPPING THE FUEL TANKS WHICH WERE FILLED TO A TOTAL OF AT LEAST FIVE GALLONS LESS THAN THEIR COMBINED CAPACITY.

---

Brief of Accident (Continued)

File No. - 717

8/09/87

MANSFIELD, TX

A/C Reg. No. N6287G

Time (Lc1) - 1845 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - 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)

5. OBJECT - FENCE

----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. - 730      8/19/87      BRIDGEPORT, TX      A/C Reg. No. N6895J      Time (Lcl) - 1920 CDT

-----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

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	2	0

-----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 - UNK/NR  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 160/011 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  
FORT COLLINS, CO  
Destination  
FORT WORTH, TX

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 - GRASS/TURF  
Runway Status - DRY  
HIGH VEGETATION

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	169	Last 24 Hrs	-	5
Make/Model	-	20	Last 30 Days	-	UNK/NR
Instrument	-	41	Last 90 Days	-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE QUIT DURING CRUISE FLIGHT AT 5500 FEET MSL BUT RESTARTED WHEN THE PILOT SWITCHED FUEL TANKS. HE THEN HEADED FOR THE NEAREST AIRPORT WHICH WAS AT BRIDGEPORT, TX. WHILE ON FINAL APPROACH FOR LANDING THE ENGINE STOPPED AGAIN AND WOULD NOT RESTART. A FORCED LANDING WAS MADE IN A HAY FIELD ABOUT A HALF MILE NORTH OF THE AIRPORT. THE AIRCRAFT COLLIDED WITH A LARGE BALE OF HAY DURING THE LANDING SEQUENCE. THE PILOT HAD OVERFLOWN HIS PLANNED ENROUTE REFUELING POINT DUE TO KNOWN AIRCRAFT STARTER PROBLEMS AND RELIANCE ON THE AIRCRAFT'S FUEL GAUGE READINGS WHEN HE REACHED THE PLANNED REFUELING POINT.



Brief of Accident (Continued)

File No. - 730

8/19/87

BRIDGEPORT, TX

A/C Reg. No. N6895J

Time (Lcl) - 1920 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - OTHER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 684      4/03/87      MORGAN,UT      A/C Reg. No. N3809P      Time (Lcl) - 1530 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	1	1	0
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MORGAN CITY,UT	
Method - N/A	Destination LOCAL	Airport Data MORGAN MUNICIPAL
Completeness - N/A		Runway Ident - 21
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 3800/ 50
Wind Dir/Speed- 180/020 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 8000 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5150
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 2
	Aircraft Type - SA227	Make/Model- 350
		Last 30 Days- UNK/NR
		Instrument- 400
		Last 90 Days- 4
		Multi-Eng - 4750
		Rotorcraft - 500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DEPARTED MORGAN ARPT WITH AN ACFT NEAR GROSS WEIGHT, IN A RELATIVELY STRONG CROSS WIND. AFTER A SUCCESSFUL TAKEOFF AT ABOUT 100 AGL, HE SAID HE ENCOUNTERED MODERATE TURBULENCE AND A DOWNDRAFT. ALTITUDE AND AIRSPEED COULD NOT BE MAINTAINED. THE ACFT IMPACTED THE GROUND A SHORT DISTANCE FROM THE DEPARTURE END OF RWY 21.

Brief of Accident (Continued)

File No. - 684

4/03/87

MORGAN,UT

A/C Reg. No. N3809P

Time (Lc1) - 1530 MST

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - HIGH WIND
3. WEATHER CONDITION - UNFAVORABLE WIND

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

Finding(s)

4. STALL - UNCONTROLLED - 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) 1,4

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. - 683	4/11/87	SCOFFIELD,UT	A/C Reg. No. N9676F	Time (Lcl) - 0930 MDT
----------------	---------	--------------	---------------------	-----------------------

---

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

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

---

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

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING H10-360-D1A	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 3	Rated Power - 190 HP	

---

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOUNTIFUL,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HUNTINGTON,UT	
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - SNOW
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SNOW - 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)
PRIVATE	Current - NO	Total - 87
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 87
		Rotorcraft - 87

Instrument Rating(s) - NONE

---

-----Narrative-----

THE PLT AND HIS BROTHER WERE ON A LONG CROSS COUNTRY FLT, THROUGH MOUNTAINOUS TERRAIN. AFTER ONE HOUR OF FLT AND WHILE FLYING AT 8,000 FEET THE PLT NOTICED A CHANGE IN ENGINE NOISE AND THE ACFT HAD A PARTIAL POWER LOSS. THE PLT ELECTED TO AUTOROTATE TO A SNOW COVERED SURFACE. THE TOUCHDOWN WAS ON A STEEP SLOPE AND THE HELICOPTER SLID DOWNSLOPE AND STRUCK TREES. POST ACCIDENT INVESTIGATION SHOWED ONE MAGNETO NOT OPERATING PROPERLY.

---

Brief of Accident (Continued)

File No. - 683

4/11/87

SCOFFIELD,UT

A/C Reg. No. N9676F

Time (Lcl) - 0930 MDT

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - FAILURE,PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. AIRPORT FACILITIES - SNOW COVERED
5. AIRPORT FACILITIES - DOWNHILL
6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 714      3/17/87      WALLA WALLA, WA      A/C Reg. No. N4549Q      Time (Lcl) - 0900 PST

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-RICHARDSON AVIATION, INC.	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 402A	Eng Make/Model	- CONTINENTAL TSIO-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	WALLA WALLA CITY COUNTY	
Wind Dir/Speed	- 180/014 KTS	Runway Ident	- 20
Visibility	- 40.0 SM	Runway Lth/Wid	- 7186/ 150
Lowest Sky/Clouds	- CLEAR	Runway Surface	- ASPHALT
Lowest Ceiling	- 2800 FT BROKEN	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)	
ATP	Current - UNK/NR	Total - 5425	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 3450	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 607	Last 90 Days - 410
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LNDG ROLL THE RT MAIN LNDG GEAR OF THE CESSNA 402A COLLAPSED. VISUAL INSPECTION OF THE BELL CRANK ASSEMBLY REVEALED FRACTURE SURFACES SIMILAR TO THOSE OF INSTANTANEOUS OVERLOAD.

Brief of Accident (Continued)

File No. - 714

3/17/87

WALLA WALLA,WA

A/C Reg. No. N4549Q

Time (Lcl) - 0900 PST

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

Finding(s)  
1. LEVEL OFF - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2           MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. LANDING GEAR,MAIN GEAR ATTACHMENT - OVERLOAD  
-----

-----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. - 634      5/07/87      RENTON,WA      A/C Reg. No. N29Z      Time (Lcl) - 1845 PDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-TAXI		Other	0	0	1
						0

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

Make/Model	- RUTAN VARI-EZE	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 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- 310/010 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>UNK/NR</p> <p>Destination</p> <p>UNK/NR</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>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
---	--	---

-----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 - 497
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 172
		Instrument- 9
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE BEING HAND PROPPED THE AIRCRAFT BEGAN TO MOVE. THE PILOT THEN ATTEMPTED TO CLIMB INSIDE THE AIRCRAFT BUT THE CANOPY HAD CLOSED. THE PILOT HELD ONTO THE AIRCRAFT AND WAS DRAGGED ACROSS THE END OF THE RUNWAY. THE AIRCRAFT STRUCK A PARKED, UNOCCUPIED AIRCRAFT AND THEN A FENCE BEFORE COMING TO REST. THE PILOT DISCOVERED THAT THE PARKING BRAKE WAS OUT OF ADJUSTMENT.



Brief of Accident (Continued)

File No. - 634

5/07/87

RENTON, WA

A/C Reg. No. N29Z

Time (Lcl) - 1845 PDT

-----  
Occurrence #1       LOSS OF CONTROL - ON GROUND  
Phase of Operation    STANDING - STARTING ENGINE(S)  
1. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND  
2. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2       ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)  
3. OBJECT - AIRCRAFT PARKED  
4. 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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 631      5/10/87      SEATTLE,WA

A/C Reg. No. N7732K

Time (Lcl) - 1458 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew 0  
Pass 0

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

Make/Model - PIPER PA-20-115  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1800  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290C1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 210/009 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TROUTDALE,WA  
Destination  
SEATTLE,WA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BOEING FIELD  
Runway Ident - 13L  
Runway Lth/Wid - 10000/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 39  
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 - 43  
Make/Model- 43  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 5  
Last 30 Days- UNK/NR  
Last 90 Days- 25  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL WITH A CROSSWIND FROM THE RIGHT A GROUND LOOP OCCURRED. THE PILOT HAD JUST COMPLETED A SOLO CROSS COUNTRY FLIGHT. THE WIND WAS FROM 210 DEGREES AT 9 KNOTS. THE PILOT WAS LANDING ON RUNWAY 13L.

Brief of Accident (Continued)

File No. - 631

5/10/87

SEATTLE, WA

A/C Reg. No. N7732K

Time (Lcl) - 1458 PDT

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

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 650      5/20/87      BELLINGHAM, WA      A/C Reg. No. N28LM      Time (Lcl) - 1320 PDT

-----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

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

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

Make/Model      - MEYER 77-1  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1200  
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 - NO -N/A  
Stall Warning System - NO

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 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  
BELLINGHAM, WA  
Destination  
CONCRETE, WA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BELLINGHAM INT'L.  
Runway Ident      - 34  
Runway Lth/Wid      - 5000/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 60  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 550	Last 24 Hrs	- 1
Make/Model-	1	Last 30 Days-	UNK/NR
Instrument-	45	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

A GUSTING 90 DEGREE CROSSWIND WAS PRESENT DURING THE TAKEOFF. A GUST RAISED THE AIRCRAFTS LEFT WING AND THE PILOT OVER-CORRECTED WITH LEFT AILERON AND LEFT RUDDER. THE AIRCRAFT THEN STALLED, IMPACTING THE RUNWAY IN A LEFT WING DOWN, NOSE LOW ATTITUDE. THIS WAS THE PILOT'S SECOND FLIGHT IN THIS EXPERIMENTAL AIRCRAFT.

Brief of Accident (Continued)

File No. - 650

5/20/87

BELLINGHAM,WA

A/C Reg. No. N28LM

Time (Lc1) - 1320 PDT

Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - CROSSWIND
5. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2            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) 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. - 784	5/24/87	RITZVILLE, WA	A/C Reg. No. N5711A	Time (Lcl) - 1210 PDT
----------------	---------	---------------	---------------------	-----------------------

---

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During -CRUISE		Other 0	0	0	3

---

----Aircraft Information----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-B	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----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	RITZVILLE, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATHOL, ID	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 - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 97	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 0	Make/Model- 47	Last 30 Days- 20
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 50

Instrument Rating(s) - NONE

---

----Narrative----

OCCUPANTS OF BOTH ACFT WERE FAMILY MEMBERS TRAVELING IN COMPANY FOR HOLIDAY. TAKEOFF WAS ABOUT ONE MIN APART WITH N44726 IN TRAIL. DUE HIGHER NORM CRZ PERFORMANCE, N44726 OVERTOOK N5711A. PLT OF N44726 REDUCED SPEED AND ESTABLISHED POSITION ABOUT 1/2 MILE TO RIGHT OF N5711A AT SAME ALT. PLT OF N44726 STATED HE NEXT SAW N5711A DIRECTLY IN FRONT AS COLLISION OCCURRED. EVIDENCE SHOWS N44726 SEVERED TAIL CONE FROM N5711A JUST FWD OF EMPENNAGE. N44726 WAS LANDED SAFELY DESPITE SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 784

5/24/87

RITZVILLE,WA

A/C Reg. No. N5711A

Time (Lc1) - 1210 PDT

Occurrence #1 MIDAIR COLLISION

Phase of Operation CRUISE

Finding(s)

1. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation DESCENT - UNCONTROLLED

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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 784      5/24/87      RITZVILLE,WA      A/C Reg. No. N44726      Time (Lcl) - 1210 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 -CRUISE		Other	3	0	0	0

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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	RITZVILLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ATHOL, ID	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - VFR	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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 82
SE LAND	Months Since - 20	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

OCCUPANTS OF BOTH ACFT WERE FAMILY MEMBERS TRAVELING IN COMPANY FOR HOLIDAY. TAKEOFF WAS ABOUT ONE MIN APART WITH N44726 IN TRAIL. DUE HIGHER NORM CRZ PERFORMANCE, N44726 OVERTOOK N5711A. PLT OF N44726 REDUCED SPEED AND ESTABLISHED POSITION ABOUT 1/2 MILE TO RIGHT OF N5711A AT SAME ALT. PLT OF N44726 STATED HE NEXT SAW N5711A DIRECTLY IN FRONT AS COLLISION OCCURRED. EVIDENCE SHOWS N44726 SEVERED TAIL CONE FROM N5711A JUST FWD OF EMPENNAGE. N44726 WAS LANDED SAFELY DESPITE SUBSTANTIAL DAMAGE.



Brief of Accident (Continued)

File No. - 784

5/24/87

RITZVILLE,WA

A/C Reg. No. N44726

Time (Lcl) - 1210 PDT

Occurrence #1 MIDAIR COLLISION  
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 787      5/24/87      ALDERWOOD MANOR, WA      A/C Reg. No. N3768X      Time (Lcl) - 1230 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

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

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

Make/Model - AERO COMMANDER AC-100  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2250  
No. of Seats - 4

Eng Make/Model - LYCOMING O-320  
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- CALM  
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  
ALDERWOOD MANOR, WA  
Destination  
YELM, WA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MARTHA LAKE  
Runway Ident - 34  
Runway Lth/Wid - 1700/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

PRECAUTIONARY LANDING

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

Pilot-In-Command

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

Age - 61

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3016	Last 24 Hrs	- 1
Make/Model-	405	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ON A SHORT 1700 FOOT AIRSTRIP UNDER NO WIND CONDITIONS, CLOSE TO GROSS WEIGHT, THE AIRCRAFT WAS NOT ABLE TO CLEAR TREES AT THE DEPARTURE END OF THE RUNWAY. THE PILOT RECOGNIZED THIS AND REDUCED POWER FOR A PRECAUTIONARY LANDING ONTO AN ADJACENT FIELD. A HARD LANDING THEN RESULTED.

Brief of Accident (Continued)

File No. - 787

5/24/87

ALDERWOOD MANOR, WA

A/C Reg. No. N3768X

Time (Lc1) - 1230 PDT

---

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  2. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
  3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
  4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
  5. DESCENT - EXCESSIVE - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 786	5/28/87	WALLA WALLA, WA	A/C Reg. No. N3693X	Time (Lcl) - 1820 PDT
----------------	---------	-----------------	---------------------	-----------------------

---

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Crew	Serious	Minor	None
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	1
Accident Occurred During - TAKEOFF			0	0	0

---

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

Make/Model - AYERS S2R	Eng Make/Model - WRIGHT R-1820-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 1200 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- 220/005 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 WALLA WALLA, WA</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 - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
---	--	---

---

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 18640</p> <p>Make/Model- 2000</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 220</p>
--	--	---

Instrument Rating(s) - NONE

---

-----Narrative-----

DURING TAKEOFF RUN THE RIGHT MAIN GEAR COLLAPSED. THE RIGHT WING DROPPED AND THE AIRCRAFT SPUN TO THE RIGHT. THE PLT DISCOVERED THAT THE RIGHT MAIN GEAR FAILED AT THE WELD. THE PILOT, WHO IS ALSO AN A & P MECHANIC, STATED THAT THIS WAS AN ORIGINAL WELD FROM THE FACTORY.

---

Brief of Accident (Continued)

File No. - 786

5/28/87

WALLA WALLA, WA

A/C Reg. No. N3693X

Time (Lc1) - 1820 PDT

-----  
Occurrence #1      MAIN GEAR COLLAPSED  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 652      5/31/87      ELLENSBURG, WA      A/C Reg. No. N5832M      Time (Lcl) - 2010 PDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-CRUISE					

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

Make/Model	- AERODYNAMICS HAWK MKII	Eng Make/Model	- ROTEX 532	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 48 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	WENATCHEE, WA	
Completeness	Destination	Airport Data
Basic Weather	ARLINGTON, WA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	Runway Lth/Wid
Lowest Sky/Clouds	- VFR	- N/A
Lowest Ceiling	Type of Clearance	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	Type Apch/Lndg	Runway Status
Condition of Light	- NONE	

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	Total	- 6500
SE LAND, ME LAND, SE SEA, ME SEA	- UNK/NR	Make/Model	- 100
	Months Since	Instrument	- UNK/NR
	Aircraft Type	Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DESPITE WARNINGS FROM THE FLIGHT SERVICE STATION ABOUT TURBULENCE, HIGH WINDS ALOFT, SEVERE LOW LEVEL WIND SHEAR, AND LOW CEILINGS ALONG THE PILOTS INTENDED ROUTE OF FLIGHT, THE PILOT ELECTED TO DEPART THE AIRPORT FOR HIS DESTINATION. STANDING LENTICULAR ALTOCUMULUS CLOUDS WERE ALSO PRESENT. WITHIN 1/2 HOUR OF DEPARTURE THE AIRCRAFT ENCOUNTERED SEVERE TURBULENCE CAUSING STRUCTURAL DAMAGE TO THE AIRCRAFT. THE PILOT WAS ABLE TO LAND THE AIRCRAFT SAFELY AT A NEARBY AIRPORT.

Brief of Accident (Continued)

File No. - 652

5/31/87

ELLENSBURG,WA

A/C Reg. No. N5832M

Time (Lc1) - 2010 PDT

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

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
2. FLIGHT INTO KNOWN ADVERSE WEATHER - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE
4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation CRUISE

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 653      6/03/87      DAYTON,WA      A/C Reg. No. N2222S      Time (Lcl) - 1530 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -BUSINESS	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 T210L	Eng Make/Model - CONTINENTAL TSIO-520-H	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	PENDLETON,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DAYTON,WA	DAYTON
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 25
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	FULL STOP	
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)
COMMERCIAL	Current - YES	Total - 1849
SE LAND	Months Since - 13	Make/Model- 406
	Aircraft Type - UNK/NR	Instrument- 72
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING THE AIRCRAFT FLOATED. THE PILOT ELECTED TO MAKE A GO-AROUND BUT HAD USED UP MORE THAN ONE HALF THE RUNWAY. SHORTLY AFTER APPLYING FULL POWER THE PILOT REDUCED POWER TO IDLE FOR LANDING ON A BARLEY FIELD AT THE DEPARTURE END OF THE RUNWAY. DURING LANDING ROLL OUT THE NOSE GEAR COLLAPSED ON THE ROUGH GROUND AND THE AIRCRAFT THEN NOSED OVER INVERTED.



Brief of Accident (Continued)

File No. - 653

6/03/87

DAYTON,WA

A/C Reg. No. N2222S

Time (Lcl) - 1530 PDT

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

Finding(s)

1. AIRSPEED - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

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

Occurrence #4      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

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) 1,2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 625      6/21/87      YAKIMA, WA      A/C Reg. No. N27039      Time (Lcl) - 1123 PDT

-----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 - LANDING

Fire NONE

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

Make/Model - PIPER PA-18-135  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1750  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 170/011 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 6500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - RAIN SHOWERS  
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 - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
GO AROUND  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

YAKIMA  
Runway Ident - 22  
Runway Lth/Wid - 4297/ 150  
Runway Surface - ASPHALT  
Runway Status - WET

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

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

Age - 40  
Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 552	Last 24 Hrs	- 1
Make/Model-	30	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	8
Multi-Eng -	18	Rotorcraft -	1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON LANDING ROLL IN GUSTY CROSSWIND CONDITIONS, THE AIRCRAFT SWERVED OFF THE RUNWAY AND GROUND LOOPED.

Brief of Accident (Continued)

File No. - 625

6/21/87

YAKIMA,WA

A/C Reg. No. N27039

Time (Lcl) - 1123 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND 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) 2,4

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. - 790      6/26/87      SPOKANE, WA      A/C Reg. No. N37292      Time (Lcl) - 1838 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	2	0	0	0	0
Pass	0	0	0	0	0

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

Make/Model      - BEECH 77  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1675  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 115 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- 280/006 KTS  
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  
SPOKANE, WA  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - VFR  
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 - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type - 77

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 381	Last 24 Hrs	- 6
Make/Model-	85	Last 30 Days-	53
Instrument-	42	Last 90 Days-	79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF THE AIRCRAFT CLIMBED TO 50-75 FT AGL, DESCENDED IN A LANDING ATTITUDE, TOUCHED DOWN ON THE RUNWAY NEAR THE DEPARTURE END AND TOOK OFF AGAIN. WHEN APPROACHING HIGH OBSTRUCTIONS OFF THE END OF THE RUNWAY, THE AIRCRAFT ENTERED A STEEP CLIMB, ROLLED RIGHT INTO AN INVERTED POSITION AND DESCENDED IN A NOSE DOWN ATTITUDE UNTIL IMPACT WITH THE GROUND. EXAMINATION OF THE AIRCRAFT AND ITS ENGINE DID NOT REVEAL ANYTHING THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 790

6/26/87

SPOKANE, WA

A/C Reg. No. N37292

Time (Lcl) - 1838 PDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
2.      IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)
3. MANEUVER - ATTEMPTED - PILOT IN COMMAND(CFI)
4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND(CFI)
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6.      PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND(CFI)
7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

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

Finding(s)

8. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,8

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 693      4/24/87      SUPERIOR, WI      A/C Reg. No. N5093V      Time (Lcl) - 1715 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 172XP	Eng Make/Model - CONTINENTAL IO-360-K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 195 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	WHITE BEAR LAKE, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RICHARD I. BONG
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 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 - 29	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 210
SE LAND	Months Since - 10	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING ON RUNWAY 13, PILOT REPORTS WIND BLOWING AIRCRAFT TOWARDS THE EDGE OF RUNWAY. AIRCRAFT WENT OFF RIGHT SIDE, NOSE WHEEL STUCK IN MUD AND COLLAPSED, AND AIRCRAFT NOSED OVER. WINDS AT DULUTH, MN, APPROX. 11 NMI NORTHWEST OF ACCIDENT SITE, WERE REPORTED FROM 080 DEGREES AT 12 KNOTS.

Brief of Accident (Continued)

File No. - 693

4/24/87

SUPERIOR,WI

A/C Reg. No. N5093V

Time (Lcl) - 1715 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WIND INFORMATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

6. LANDING GEAR,NOSE GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

Occurrence #4        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) 2,3,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 689      5/05/87      FOOTVILLE, WI      A/C Reg. No. N49752      Time (Lcl) - 1850 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	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 -TAKEOFF			0	0	0	1	
				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 - 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	JANESVILLE, WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
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)
STUDENT	Current - N/A	Total - 22
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 22
		Last 30 Days- 3
		Instrument- UNK/NR
		Last 90 Days- 9
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT LANDED IN A FIELD TO PRACTICE AN EMERGENCY LANDING. AFTER TWO UNSUCCESSFUL ATTEMPTS TO TAKEOFF FROM THE SOFT, PLOWED FIELD, THE PILOT TAXIED ONTO A TWO-LANE ROAD. ON LIFT OFF THE LEFT WING STRUCK A ROAD SIGN.



Brief of Accident (Continued)

File No. - 689

5/05/87

FOOTVILLE,WI

A/C Reg. No. N49752

Time (Lcl) - 1850 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - OBJECT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

----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. - 741	6/07/87	DODGEVILLE,WI	A/C Reg. No. N1402B	Time (Lcl) - 1145 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 1 0
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0 1 0
Accident Occurred During	-APPROACH			
-----Aircraft Information-----				
Make/Model	- LUSCOMBE 8E	Eng Make/Model	- CONTINENTAL C85-12	ELT Installed/Activated - YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System - UNK/NR
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	- FSS	Last Departure Point	ON AIRPORT	
Method	- TELEPHONE	APPLETON,WI		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	DODGEVILLE MUNI	
Wind Dir/Speed	- 240/012 KTS	ATC/Airspace	Runway Ident - 30	
Visibility	- 12.0 SM	Type of Flight Plan	Runway Lth/Wid - 2750 -UNK/NR	
Lowest Sky/Clouds	- 20000 FT THIN BKN	Type of Clearance	Runway Surface - ASPHALT	
Lowest Ceiling	- UNK/NR	Type Apch/Lndg	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)		
PRIVATE	Current - YES	Total - 506	Last 24 Hrs - 2	
SE LAND	Months Since - 11	Make/Model- 374	Last 30 Days- UNK/NR	
	Aircraft Type - UNK/NR	Instrument- 12	Last 90 Days- 7	
		Multi-Eng - 8		
Instrument Rating(s) - NONE				
-----Narrative-----				
WHILE LANDING ON RUNWAY 30, THE PILOT REPORTED THAT THE WIND SHIFTED FROM A CROSSWIND TO A TAILWIND. DURING AN ATTEMPTED GO-AROUND THE PILOT LOST DIRECTIONAL CONTROL AND STRUCK A METAL UTILITY SHED PRIOR TO IMPACTING THE GROUND.				

Brief of Accident (Continued)

File No. - 741

6/07/87

DODGEVILLE, WI

A/C Reg. No. N1402B

Time (Lcl) - 1145 CDT

-----  
Occurrence #1        ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
- 

Occurrence #4        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) 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. - 740      6/12/87      PRAIRIE DUCHIEN, WI      A/C Reg. No. N4691G      Time (Lcl) - 1140 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	3

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

Fire  
NONE

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

Make/Model - CESSNA 172N  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
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 - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed - 320/013 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  
BLOOMINGTON, IL  
Destination  
MINNEAPOLIS, MN

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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, ME LAND

Age - 42

Biennial Flight Review

Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2300	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-----

WHILE IN CRUISE FLIGHT, TAPE WHICH WAS HOLDING A PIECE OF PLEXIGLASS OVER THE CRACKED WINDSHIELD CAME LOOSE. THE WINDSHIELD LIFTED UP AND THE PILOT WAS NOT ABLE TO MAINTAIN ALTITUDE. DURING THE FORCED LANDING IN A SOFT FIELD. THE NOSE GEAR SHEARED OFF.

Brief of Accident (Continued)

File No. - 740

6/12/87

PRAIRIE DUCHIEN, WI

A/C Reg. No. N4691G

Time (Lc1) - 1140 CDT

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

Finding(s)

1. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - SEPARATION
2. MAINTENANCE, MAJOR REPAIR - INADEQUATE - COMPANY MAINTENANCE PSNL
3. MAINTENANCE, REPLACEMENT - NOT PERFORMED - COMPANY MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

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) 1,2,3

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



EMBRY-RIDDLE AERO. U. DAYTONA BEACH

3 1745 00139 6095

REC 07 20A			
GAYLORD			PRINTED IN U.S.A.

GAYLORD

**PRINTED IN U.S.A.**

**U.S. DEPARTMENT OF COMMERCE**  
**National Technical Information Service**  
Springfield, Va 22161

OFFICIAL BUSINESS

Penalty for Private Use, \$300

AN EQUAL OPPORTUNITY EMPLOYER

POSTAGE AND FEES PAID  
U.S. DEPARTMENT OF COMMERCE  
COM-211

SPECIAL FOURTH-CLASS RATE  
BOOK

