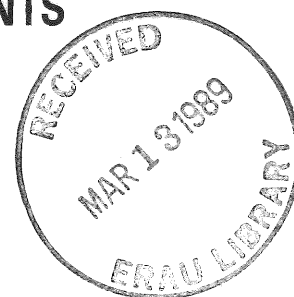


NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORTS

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 5 OF 1987 ACCIDENTS**



NTSB/AAB-88/09

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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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: 0801 through 1000					
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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 sixteen (16) 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.

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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 5

CALENDAR YEAR 1987

File Order Listing - Issue No. 5, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
801	255B	062787	SANTA ROSA, CA	BEECH	A35	NONE	68
802	47EE	022187	ORLANDO, FL	BEECH	A36TC	SERIOUS	126
803	2652B	052787	MISSING ACFT, OF	CESSNA	402C	FATAL	284
804	4654	051987	DUNDEE, MS	SCHWEIZER	G-164A	FATAL	228
805	4968C	012987	BEDFORD PARK, IL	CESSNA	210N	FATAL	176
806	3961G	012287	BLOOMINGTON, IN	CESSNA	340A	NONE	184
807	714QW	013187	LAKEVILLE, MN	CESSNA	150M	SERIOUS	212
808	6562H	080287	VERMILLION LAKE, MN	PIPER	J3	NONE	220
809	3164F	073087	LANSING, IL	CESSNA	182J	NONE	182
810	42405	073087	GRIFFITH, IN	HUGHES	369HS	NONE	186
811	8383F	072987	MINNETONKA, MN	ROBINSON	22	NONE	218
812	2755V	042487	WOOD, SD	AERO COMMAND	A-9B	MINOR	318
813	64415	041887	ELLICOTT, CO	CESSNA	172 M	FATAL	96
814	84KG	041587	ERIE, CO	MAULE	M-5-180	NONE	94
815	5280Q	041587	ALBUQUERQUE, NM	CESSNA	152	NONE	274
816	1851P	041487	GLENROCK, WY	PIPER	PA-18-150	NONE	390
817	8803S	060687	MEDIAPOLIS, IA	EAGLE	DW-1	NONE	166
818	5921U	071087	WALDRON, AR	PIPER	PA-28-140	SERIOUS	50
819	2321V	071787	ROLLING FORK, MS	AIRTRACTOR	AT301	MINOR	234
820	6353F	030787	KAHULUI, HI	CESSNA	172C	NONE	162
821	735PQ	022787	SPRINGERVILLE, AZ	CESSNA	182Q	NONE	54
822	161A	021687	SEDONA, AZ	CESSNA	310G	NONE	52
823	64384	060887	SEDRO WOOLLEY, WA	DEHAVILLAND	DHC-2 MK.1	MINOR	376
824	100VL	041887	ALBUQUERQUE, NM	DEVORE SUNBI	100	NONE	276
825	9736P	042787	HARVEY, ND	PIPER	PA-25-260	SERIOUS	258

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826	9069T	042187	CONDE, SD	CESSNA	182C	NONE	316
827	38886	041887	DENVER, CO	BELL	206L-3	NONE	98
828	9145R	041987	SANTA ROSA, NM	CESSNA	TR182	NONE	278
829	96606	041587	TOOELE, UT	MCLACHLAN	MONI	MINOR	362
830	7006M	062487	OSHKOSH, WI	CESSNA	175C	MINOR	386
831	6165P	070587	ST MARYS, GA	PIPER	PA-24-250	NONE	156
832	7420U	070387	GREENVILLE, SC	BALLOON WORK	FIREFLY 8B	SERIOUS	310
833	46411	060187	BUNN, NC	CESSNA	C-152	NONE	250
834	757JG	072187	DETROIT, MI	CESSNA	152	NONE	210
835	33967	063087	DYCKESVILLE, WI	TAYLORCRAFT	BC-12D	SERIOUS	388
836	6901V	040387	GRANTS PASS, OR	MOONEY	M20F	NONE	300
837	5270D	062687	DALLAS, OR	CESSNA	180A	MINOR	302
838	8713E	062887	BEND, OR	PIPER	PA-32R-300	SERIOUS	304
839	2625Q	070287	HOMEDALE, ID	CESSNA	182	NONE	172
840	5265B	070687	SPOKANE, WA	MOONEY	M-20	NONE	378
841	5580X	070387	GLENNS FERRY, ID	ROCKWELL INT	S-2R	MINOR	174
842	5285	062387	VIOLA, ID	GRUMMAN	G-164A	NONE	170
843	8593Q	071087	LAKE CHELAN, WA	CESSNA	185	NONE	384
844	73932	070687	CASHMERE, WA	BELL	47G-3B-1	NONE	380
845	85591	070887	LESTER, WA	AERONCA	7AC	NONE	382
846	174KS	041787	EAGLEVILLE, TN	SCHLEICHER	ASK-21	NONE	324
848	5004Q	010887	POLLOCKVILLE, NC	BELL	206L-1	FATAL	244
849	60282	042187	LONGMONT, CO	CESSNA	150J	NONE	100
850	9784L	042887	BEULAH, WY	BEECH	A24R	NONE	392
851	2005C	042487	BOULDER, CO	TAYLORCRAFT	F21 TC	SERIOUS	104

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852	9073Y	021287	MYERSVILLE, MD	ROBINSON	R22	FATAL	206
853	18167	101087	CUMMING, GA	CESSNA	150L	NONE	160
854	40161	062087	BIG SANDY LAKE, MN	STINSON	108-1	MINOR	216
855	8399K	062987	WEST PALM BEACH, FL	STINSON	108-1	NONE	132
856	3164D	082887	GLENDALE, AZ	CESSNA	180	MINOR	58
857	27424	060887	HOPE, AR	TAYLORCRAFT	BL-65	SERIOUS	44
858	5001Q	080387	ALBUQUERQUE, NM	BELL	206B	NONE	280
859	5270B	082387	LEWISBURG, KY	CESSNA	152	NONE	196
860	169DP	071887	WARM SPRINGS, GA	CESSNA	182A	NONE	158
861	3371R	072687	ABERDEEN, SD	CESSNA	182L	NONE	322
862	1931D	060787	SPENCER, IA	BEECH	C35	NONE	168
863	6749Z	042887	VALLEY CITY, ND	PIPER	PA-25	NONE	260
864	6647S	061387	ST. CLOUD, FL	CESSNA	150H	SERIOUS	130
865	4776R	060987	SENATOBIA, MS	CESSNA	A188B	NONE	230
866	3231P	042187	CRAIG, CO	PIPER	PA-23	SERIOUS	102
867	2336X	052087	CODY, WY	PIPER	PA-31T-620	FATAL	394
868	1600P	100387	CAREFREE, AZ	AVAIN BALLOO	MAGNUM IX	SERIOUS	60
869	7368L	100487	BIG BEAR CITY, CA	GRUMMAN	AA-5A	NONE	88
870	2716H	072587	GALT, CA	ERCOUPE	415-C	SERIOUS	82
871	38WA	070787	NOVATO, CA	PIPER	PA-31T2	NONE	70
872	17297	062087	EAST LYNNE, MO	CESSNA	150L	NONE	224
873	8789T	051787	WAMEGO, KS	CESSNA	182C	MINOR	190
874	13CM	050787	FAYETTEVILLE, AR	ENSTROM	F-28A	NONE	42
876	4881U	061987	WEST PLAINS, MO	CESSNA	TU206G	NONE	222
877	67139	072387	ULYSESS, KS	HILLER	12E	MINOR	192

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878	66686	062387	LINCOLN, NE	CESSNA	150	NONE	270
879	1363Q	062187	ANTIOCH, NE	CESSNA	150L	NONE	268
880	8027K	061987	HAZEN, AR	SCHWEIZER	G-164B	MINOR	46
881	11249	081987	HOUSTON, TX	BEECH	RC-45J	NONE	354
882	84191	091387	BATESVILLE, TX	AERONCA	7AC	SERIOUS	358
883	8612J	060687	COLLEGE STATION, TX	CESSNA	150G	MINOR	338
884	7992F	061787	RED OAK, TX	CESSNA	150F	MINOR	340
885	39DT	072887	LAREDO, TX	DOUGLAS	DC-3A	NONE	350
886	150RG	073187	SALLISAW, OK	CESSNA	150M	NONE	292
887	8248D	040887	LAKE PROVIDENCE, LA	PIPER	PA-32R-301	NONE	198
888	6426W	052487	PORT ARANSAS, TX	PIPER	PA-28-140	NONE	332
889	26378	052687	MALAKOFF, TX	GRUMMAN	AA5A	NONE	334
890	39450	090587	COAL LAKE, AK	LAKE	LA-4-200	FATAL	18
892	90947	092287	TALKEETNA, AK	PIPER	PA-18-150	NONE	26
893	54763	100187	WIND RIVER, AK	PIPER	PA-18	NONE	30
894	3560W	092987	ANCHORAGE, AK	PIPER	PA-32-260	MINOR	28
895	5JM	051387	GOLDEN, CO	BRANTLY	305	NONE	110
896	470MC	072487	RICHWOOD, TX	BEECH	35	NONE	348
897	97115	031787	RIO VISTA, CA	STINSON	108-1	NONE	64
898	10566	060687	HUELO, HI	CESSNA	150L	NONE	164
899	5259K	071087	GRASS VALLEY, CA	CESSNA	172P	NONE	72
900	28452	072087	LAKE TAHOE, CA	GRUMMAN	AA-5B	NONE	76
901	3707Z	072387	LOS ANGELES, CA	BEECH	A36TC	NONE	78
902	3487J	071587	OAKLAND, CA	CESSNA	150G	NONE	74
903	3322Q	072487	BANNING, CA	CESSNA	320D	NONE	80

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905	2888B	052587	OGDEN, UT	PIPER	PA-28RT-20	SERIOUS	366
906	4047H	061487	BROOMFIELD, CO	MOONEY	M20K	FATAL	114
907	47412	061987	PLAINWELL, MI	CESSNA	152	NONE	208
908	4191Z	090587	MCGRATH, AK	PIPER	PA-18	FATAL	20
909	1050F	091687	WIND RIVER, AK	CESSNA	185	NONE	24
910	9131D	071987	PALMER, AK	PIPER	PA-18	NONE	4
911	2571H	072487	TALKEETNA, AK	PIPER	PA-18	NONE	6
912	505LB	042387	WILMINGTON, NC	SWEARINGEN	SA-226TC	FATAL	246
913	47887	040387	RHINE, GA	PIPER	PA-28R-201	FATAL	146
914	58131	050887	BRIGHAM CITY, UT	BELL	47G3B2A	NONE	364
915	2413C	082887	GRASSY BUTTE, ND	CESSNA	180	MINOR	266
916	25655	070387	PAGOSA SPRINGS, CO	PIPER	PA-38-112	NONE	116
917	1717	050887	ENGLEWOOD, CO	BEAUSOLEIL	ACRO SPORT	NONE	108
918	1200W	090887	MC INTOSH, AL	BELL	47G-2A	SERIOUS	40
919	3159C	081987	MONROE, LA	AIR TRACTOR	AT-400A	NONE	202
920	2221E	032887	GEORGETOWN, DE	PIPER	PA-34-200T	FATAL	124
921	98806	101887	CLARKS HILL, SC	PIPER	J-3	MINOR	314
922	6363R	052287	OZARK, AL	CESSNA	172RG	MINOR	34
923	1859A	060387	GREENVILLE, SC	BEECH	A36	NONE	308
924	704YK	052587	DAHLONEGA, GA	CESSNA	150M	NONE	150
925	733JZ	092387	MURFREESBORO, TN	CESSNA	172	NONE	328
926	14QP	032187	STOCKBRIDGE, GA	BARLOW	QUICKIE 2	SERIOUS	144
927	7136P	042687	PINEHURST, NC	PIPER	PA-24-250	SERIOUS	248
928	3965M	060987	UNITY, OH	PIPER	PA-28R-201	NONE	288

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929	859DD	062387	JASPER, AL	BEECH	B200	NONE	38
930	757TZ	020287	WASHINGTON, CT	CESSNA	152C	NONE	120
931	79881	020187	BUTLER, PA	CESSNA	172K	NONE	306
932	3624J	012887	ANTRIM, NH	HUGHES	269D	NONE	272
933	8820W	020187	SHELBURNE, VT	PIPER	PA-28-235	NONE	374
934	4647F	071487	HASTINGS, FL	PIPER	PA-32R-300	NONE	136
935	1440J	071087	VERO BEACH, FL	ROCKWELL INT	112A	SERIOUS	134
936	1107F	042387	HOUSTON, TX	CESSNA	172G	NONE	330
937	7150P	081087	MIDLAND, TX	PIPER	PA-24-250	NONE	352
938	3782B	021387	BUFORD, GA	HUGHES	269A	FATAL	142
939	756HD	091687	SPANISH FORK, UT	CESSNA	TU206G	NONE	372
940	3006B	092587	COLORADO SPRGS, CO	CESSNA	195	MINOR	118
941	9282R	050687	ST. IGNATIUS, MT	CESSNA	A188B	NONE	238
942	7511D	050387	MISSOULA, MT	PIPER	PA-22-150	NONE	236
943	2335X	050187	LAMAR, CO	PIPER	PA-36-375	NONE	106
944	2315S	072387	LAPORTE, TX	CESSNA	337B	NONE	346
945	48614	081287	OAK GROVE, LA	GRUMMAN	G-164B	NONE	200
946	4314W	052787	WALL, TX	BEECH	B-60	SERIOUS	336
947	200FD	032087	LAWRENCE, MA	PIPER	PA-31T	MINOR	204
948	111MS	062787	CLEARLAKE, CA	BEECH	V35	NONE	66
949	8583A	100487	WICKENBURG, AZ	BEECH	A35	MINOR	62
950	4120F	101187	PORTERVILLE, CA	PIPER	PA-28-181	NONE	92
951	6888Q	082587	SEMINOLE, TX	SCHWEIZER	G-164-A	SERIOUS	356
952	9520M	091787	JENKS, OK	MOONEY	M20F	NONE	294
953	17315	092387	MARLOW, OK	G&C HELICOPT	EL TOMCAT	SERIOUS	296

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954	3419W	100787	YUKON, OK	WARD	CASSUTT 3M	SERIOUS	298
955	4999N	060587	CHOTEAU, MT	BELL	206L-1	FATAL	242
956	43424	082987	MANILA, UT	TAYLORCRAFT	BC12-D	MINOR	370
957	1979C	051687	BIG SKY, MT	CESSNA	170B	NONE	240
958	734MV	021187	FERGUS FALLS, MN	CESSNA	172N	FATAL	214
959	50305	040687	TINLEY PARK, IL	CESSNA	150H	NONE	178
960	5117B	101487	COLUMBIA, SC	CESSNA	152	NONE	312
961	478MP	042287	LEESBURG, GA	BEECH	D-55	FATAL	148
962	436	051887	OXFORD, OH	CESSNA	T337G	FATAL	286
963	9355H	061287	SYLVA, NC	CESSNA	172M	NONE	252
964	176MS	063087	WOOD RIVER, AK	GRUMMAN	G-44	NONE	2
965	3341M	082387	LITTLE DELTA, AK	PIPER	PA-12-150	NONE	14
966	9914X	091687	LITTLE DELTA RV, AK	CESSNA	185	NONE	22
967	3128L	100387	45 NW ANCHORAGE, AK	CESSNA	172	NONE	32
968	8976R	081687	SEWARD, AK	CHAMPION	7HC	MINOR	8
969	3580M	081787	HOMER, AK	PIPER	PA-12	NONE	12
970	5118H	081687	KING SALMON, AK	PIPER	PA-14	NONE	10
971	25722	083087	CORDOVA, AK	CESSNA	180F	NONE	16
972	4085E	100987	SAN JOSE, CA	PIPER	PA-18-150	NONE	90
973	69087	070687	GOLDSBORO, NC	CESSNA	152	NONE	256
974	7687	062187	COTTONWOOD, AL	GRUMMAN	G-164A	NONE	36
975	704MW	062187	GOLDSBORO, NC	CESSNA	150M	NONE	254
976	917FE	060587	ATLANTA, GA	CESSNA	208B	NONE	152
976	1653W	060587	ATLANTA, GA	BEECH	58	NONE	154
977	99LE	072687	PASO ROBLES, CA	SCHARSCHMIDT	LONG-EZ	MINOR	84

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AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 5 OF 1987 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 964 6/30/87 WOOD RIVER, AK A/C Reg. No. N176MS Time (Lcl) - 0900 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	2
Accident Occurred During - TAKEOFF					

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

Make/Model - GRUMMAN G-44	Eng Make/Model - LYCOMING G0-480-B1D	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 270 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKE NERKA, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TOGI AK, AK	
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 1000 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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13111
SE LAND, ME LAND, SE SEA, ME SEA	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - G-44A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days- 10
		Last 90 Days- 20
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PILOT HE WAS TAKING OFF AND AFTER INITIAL CLIMBOUT, APPROXIMATELY 50 FEET ABOVE THE WATER, THE AIRPLANE STOPPED CLIMBING. THE ENGINE SOUNDED NORMAL BUT THE AIRCRAFT WOULD NOT ACCELERATE. THE PILOT STATED THAT HE STALLED THE AIRCRAFT ON CLIMBOUT.

Brief of Accident (Continued)

File No. - 964

6/30/87

WOOD RIVER, AK

A/C Reg. No. N176MS

Time (Lcl) - 0900 ADT

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

Finding(s)

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 910 7/19/87 PALMER,AK

A/C Reg. No. N9131D

Time (Lcl) - 2045 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 - APPROACH

Fire Crew
NONE 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-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- 045/002 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
ANCHORAGE,AK
Destination
FRIDAY CREEK,AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FRIDAY CREEK
Runway Ident - N/A
Runway Lth/Wid - 600/ 22
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - DHC-2

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1750	Last 24 Hrs	- 1
Make/Model	- 620	Last 30 Days	- UNK/NR
Instrument	- 30	Last 90 Days	- 35
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SEVERAL PASSES OVR THE AIRSTRIIP THE PLT SET UP TO LND ON THE 600 FT LONG DIRT RWY LOCATED ON A MTN RIDGE. HE STATED THAT ON FINAL HE LOST SIGHT OF THE STRIP AND ELECTED NOT TO LAND. THE ACFT WAS UNABLE TO OUTCLIMB THE RISING TERRAIN.

Brief of Accident (Continued)

File No. - 910

7/19/87

PALMER, AK

A/C Reg. No. N9131D

Time (Lcl) - 2045 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. TERRAIN CONDITION - RISING
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) 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. - 911 7/24/87 TALKEETNA,AK A/C Reg. No. N2571H Time (Lcl) - 1300 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
SUBSTANTIAL
Fire NONE

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

-----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-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- UNK/NR
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
TALKEETNA,AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1574 Last 24 Hrs - 3
Make/Model- 350 Last 30 Days- UNK/NR
Instrument- 10 Last 90 Days- 110

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS RECONNOITERING FOR GAME ANIMALS WHEN HE OVERLOOKED THE RISING TERRAIN UNTIL HE COULD NO LONGER
OUTCLIMB OR TURN AWAY FROM IT. THE ACFT COLLIDED WITH A LARGE ROCK AND CAME TO REST IN A GRASS AREA.

Brief of Accident (Continued)

File No. - 911

7/24/87

TALKEETNA, AK

A/C Reg. No. N2571H

Time (Lcl) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - RISING
2. TERRAIN CONDITION - ROUGH/UNEVEN
3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 968 8/16/87 SEWARD, AK A/C Reg. No. N8976R Time (Lcl) - 1145 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 - LANDING

Fire
NONE

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

Make/Model - CHAMPION 7HC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
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- 120/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KENAI, AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SEWARD

Runway Ident - 30

Runway Lth/Wid - 4535/ 100

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 25

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 7HC

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 274

Make/Model- 44

Instrument- 62

Multi-Eng - 16

Last 24 Hrs - 1

Last 30 Days- 20

Last 90 Days- 42

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL ON LANDING AND VEERED TO THE RIGHT SIDE OF THE RUNWAY. THE AIRCRAFT THEN STRUCK A SMALL MOUND AND NOSED OVER ON ITS BACK. THE PILOT STATED THAT HE LANDED WITH A 7 TO 10 KNOT TAILWIND.

Brief of Accident (Continued)

File No. - 968

8/16/87

SEWARD, AK

A/C Reg. No. N8976R

Time (Lc1) - 1145 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DIRT BANK

-----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. - 970 8/16/87 KING SALMON, AK A/C Reg. No. N5118H Time (Lc1) - 1200 ADT

-----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	-TAKEOFF							

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

Make/Model	- PIPER PA-14	Eng Make/Model	- LYCOMING O-320-A	ELT Installed/Activated	- YES/YES
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-----

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	- 280/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT	Type of Clearance	- N/A
Lowest Ceiling	- 2500 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 855
SE LAND, SE SEA	Months Since - 14	Make/Model	- 316
	Aircraft Type - PA14	Instrument	- 0
		Last 24 Hrs	- 5
		Last 30 Days	- 20
		Last 90 Days	- 48

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CLIMBING 150 FEET, THE AIRPLANE PASSED A HILL AND AT THAT POINT THE AIRSPEED DETERIORATED AND THE PILOT STALLED AND LOST DIRECTIONAL CONTROL OF THE AIRPLANE.

Brief of Accident (Continued)

File No. - 970

8/16/87

KING SALMON, AK

A/C Reg. No. N5118H

Time (Lcl) - 1200 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - HIGH TERRAIN
2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
3. WEATHER CONDITION - TURBULENCE
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 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. - 969 8/17/87 HOMER, AK A/C Reg. No. N3580M Time (Lcl) - 1718 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	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
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- 210/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

HOMER
Runway Ident - 21
Runway Lth/Wid - 7401/ 150
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - PA-12

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 859	Last 24 Hrs	- 2
Make/Model-	12	Last 30 Days-	2
Instrument-	138	Last 90 Days-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED AFTER THE LANDING ROLLOUT HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING A GROUNDLOOP ON THE RUNWAY. THIS LANDING WAS THE FIRST FULL STALL LANDING OF THE FLIGHT.

Brief of Accident (Continued)

File No. - 969

8/17/87

HOMER, AK

A/C Reg. No. N3580M

Time (Lcl) - 1718 ADT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 965 8/23/87 LITTLE DELTA, AK A/C Reg. No. N3341M Time (Lcl) - 1300 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 -TAKEOFF					

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

Make/Model - PIPER PA-12-150	Eng Make/Model - LYCOMING O-320-B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	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- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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)
ATP,CFI	Current - YES	Total - 6800
SE LAND,ME LAND	Months Since - 8	Last 24 Hrs - 3
	Aircraft Type - PA-12	Make/Model- 200
		Instrument- 250
		Multi-Eng - 3800
		Last 30 Days- 10
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAKING OFF DOWNHILL WITH A 10 KNOT TAILWIND. AT THAT TIME THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO STALL. THE AIRCRAFT SETTLED INTO BRUSH AND NOSED OVER.

Brief of Accident (Continued)

File No. - 965

8/23/87

LITTLE DELTA, AK

A/C Reg. No. N3341M

Time (Lcl) - 1300 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 971 8/30/87 CORDOVA,AK A/C Reg. No. N25722 Time (Lcl) - 1845 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 -TAXI

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 180F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2650
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 090/013 KTS
Visibility - 35.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
CORDOVA,AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CORDOVA
Runway Ident - 09
Runway Lth/Wid - 7499/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - 180

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

Total	- 1100	Last 24 Hrs	- 4
Make/Model-	660	Last 30 Days-	25
Instrument-	80	Last 90 Days-	63
Multi-Eng	- 59		

Instrument Rating(s) - NONE

-----Narrative-----

THE WIND WAS BLOWING FROM THE SOUTH AT APPROXIMATELY 15 KNOTS GUSTING 30 KNOTS. AS HE WAS TURNING OFF THE RUNWAY, THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO GROUND LOOP ON THE TAXIWAY.

Brief of Accident (Continued)

File No. - 971

8/30/87

CORDOVA, AK

A/C Reg. No. N25722

Time (Lcl) - 1845 ADT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - CROSSWIND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
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. - 890 9/05/87 COAL LAKE, AK A/C Reg. No. N39450 Time (Lcl) - 1523 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

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

1

Serious

1

2

Minor

0

0

None

0

0

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

Make/Model - LAKE LA-4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2600
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COAL LAKE, AK
Destination
BIRCHWOOD, 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 - WATER
Runway Status - WATER - CHOPPY

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - LA4-200

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

Total - 503 Last 24 Hrs - 2
Make/Model- 136 Last 30 Days- UNK/NR
Instrument- 11 Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE AIRPLANE STATED THAT HE HAD STEP-TAXIED TO THE EAST END OF THE LAKE IN PREPARATION FOR A TAKEOFF TO THE WEST. DURING THE TAKE OFF RUN, THE AIRPLANE STRUCK THE WAKE HE HAD JUST CREATED AND BECAME PREMATURELY AIRBORNE. HE REDUCED POWER IN AN ATTEMPT TO MAKE A FULL STALL LANDING, BUT STRUCK THE WATER HARD AND WAS THROWN FORWARD. AS HE WAS THROWN FORWARD, HE INADVERTEDLY PUSHED THE THROTTLE TO MAXIMUM. THE AIRPLANE SLEWED SIDEWAYS AND TURNED INVERTED. THE PILOT AND ONE PASSENGER ESCAPED WITHOUT DIFFICULTY, BUT THE PILOT HAD TO DIVE UNDER THE AIRPLANE AND CUT THE OTHER TWO PASSENGERS FROM THEIR RETRAINTS. ONE OF THESE PASSENGERS LATER DIED FROM HER INJURIES.

Brief of Accident (Continued)

File No. - 890

9/05/87

COAL LAKE, AK

A/C Reg. No. N39450

Time (Lc1) - 1523 ADT

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

Finding(s)

1. MANEUVER - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 ABRUPT MANEUVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. THROTTLE/POWER CONTROL - INADVERTENT USE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 908 9/05/87 MCGRATH,AK A/C Reg. No. N4191Z Time (Lcl) - 1545 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320-A2B	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	PURKEYPILE MINE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
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)
PRIVATE	Current - UNK/NR	Total - 4000
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-----

A LOCAL HUNTING GUIDE CRASHED HIS AIRPLANE IN A REMOTE MOUNTAIN PASS IN CENTRAL ALASKA. ANOTHER GUIDE WHO OVERFLEW THE CRASH SITE SHORTLY AFTER THE ACCIDENT SAW THE AIRPLANE BURNING, BUT WAS UNABLE TO LAND DUE TO STRONG WINDS, SEVERE TURBULENCE AND STRONG DOWNDRAFTS. THE PRIVATE PILOT-IN-COMMAND OF THE CRASHED AIRPLANE WAS KILLED AND THE AIRPLANE WAS DESTROYED. EARLIER CONVERSATIONS BETWEEN THE PIC AND A STATE TROOPER REVEALED THAT THE FORMER LIKED TO FLY LOW TO THE GROUND DURING HUNTING SEASON IN ORDER TO KEEP FROM DISTURBING SHEEP ON THE MOUNTAIN SIDES. PHYSICAL EVIDENCE AT THE ACCD SITE INDICATED THAT A WINGTIP INITIALLY STRUCK THE GROUND FOLLOWED BY THE ACFT CARTWHEELING.

Brief of Accident (Continued)

File No. - 908

9/05/87

MCGRATH,AK

A/C Reg. No. N4191Z

Time (Lcl) - 1545 ADT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER CONDITION - GUSTS
3. WEATHER CONDITION - HIGH WIND
4. WEATHER CONDITION - TURBULENCE
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 966 9/16/87 LITTLE DELTA RV,AK A/C Reg. No. N9914X Time (Lcl) - 2030 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

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

Fire Crew Pass
NONE 0 0

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3320
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 230 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 90.0 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,CFI
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-185

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 634 Last 24 Hrs - 2
Make/Model- 198 Last 30 Days- 70
Instrument- 99 Last 90 Days- 116

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT APPROXIMATELY 1000 FEET AFTER COMMENCING THE TAKE OFF THE AIRPLANE CLIMBED TO JUST ABOVE TREE TOP LEVEL AND THEN BEGAN TO SETTLE INTO THE TREES. THE PILOT ALSO STATED HE BELIEVES THE AIRPLANE STALLED.

Brief of Accident (Continued)

File No. - 966

9/16/87

LITTLE DELTA RV,AK

A/C Reg. No. N9914X

Time (Lc1) - 2030 ADT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. AIRSPEED(VS) - 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)
-

----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. - 909 9/16/87 WIND RIVER, AK A/C Reg. No. N1050F Time (Lcl) - 1205 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 185
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 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- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

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

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - 185

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

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND HIS PASSENGER HAD CAMPED OVER NIGHT ON A GRAVEL BAR ON THE WIND RIVER. ON DEPARTURE THE FOLLOWING DAY, THE AIRPLANE FAILED TO BECOME AIRBORNE PRIOR TO REACHING THE END OF THE GRAVEL BAR. THE AIRPLANE ENTERED THE SHALLOW WATER SURROUNDING THE GRAVEL BAR AND NOSED OVER. NEITHER THE PILOT NOR HIS PASSENGER WERE INJURED. THE PLT FAILED TO SUBMIT AN ACCD RPT. PLT FLT TIMES WERE NOT RPTD AND NOT AVAILABLE.

Brief of Accident (Continued)

File No. - 909

9/16/87

WIND RIVER, AK

A/C Reg. No. N1050F

Time (Lcl) - 1205 ADT

Occurrence #1 OVERRUN

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. AIRSPEED(VLOF) - NOT OBTAINED - 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. - 892 9/22/87 TALKEETNA, AK A/C Reg. No. N90947 Time (Lcl) - 1518 ADT

-----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	-TAKEOFF						

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

Make/Model	- PIPER PA-18-150	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	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- CALM</p> <p>Visibility - 60.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">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</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 - GRAVEL</p> <p>Runway Status - HIGH VEGETATION</p> <p style="padding-left: 40px;">ROUGH</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 55</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-18</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2295</p> <p>Make/Model- 2295</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 48</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE WAS SUBSTANTIALLY DAMAGED AFTER IT NOSED OVER DURING THE TAKEOFF ROLL, BUT THE PILOT AND HIS PASSENGER WERE UNINJURED. THE PILOT STATED THAT HE HAD LANDED AT AN OFF-AIRPORT SITE TO SET UP HIS MOOSE HUNTING CAMP AND THAT DURING A SUBSEQUENT TAKEOFF ATTEMPT THE MAIN GEAR OF THE AIRPLANE HIT A HOLE AND HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 892

9/22/87

TALKEETNA, AK

A/C Reg. No. N90947

Time (Lc1) - 1518 ADT

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 894 9/29/87 ANCHORAGE, AK A/C Reg. No. N3560W Time (Lcl) - 1600 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

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

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Wind Dir/Speed- 170/007 KTS

Visibility - 90.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Data

ANCHORAGE

Runway Ident - 06L

Runway Lth/Wid - 10300/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 121 Last 24 Hrs - 0

Make/Model- 10 Last 30 Days- 10

Instrument- 2 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHE DEPARTED THE AIRPORT WITH ONLY ONE QUARTER TANK OF FUEL; ON FINAL APPROACH TO THE RUNWAY THE ENGINE QUIT. THE OWNER STATED THERE WAS LESS THAN TEN (10) GALLONS ON BOARD THE AIRCRAFT PRIOR TO TAKE OFF.

Brief of Accident (Continued)

File No. - 894

9/29/87

ANCHORAGE, AK

A/C Reg. No. N3560W

Time (Lcl) - 1600 ADT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - 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 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 893 10/01/87 WIND RIVER, AK A/C Reg. No. N54763 Time (Lcl) - 1815 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

Eng Make/Model - LYCOMING O-320-A2B
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- 320/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT OVERCAST
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 - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 33

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	2605	Last 24 Hrs	-	2
Make/Model	-	120	Last 30 Days	-	100
Instrument	-	75	Last 90 Days	-	205
Multi-Eng	-	5			

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING TAKEOFF AND THE ACFT STALL/MUSHED BACK TO GROUND CONTACT. THE PILOT STATED THAT THE PARTIAL POWER FAILURE WAS DUE TO CARBURETOR ICING. THE EXAMINATION OF THE AIRCRAFT ENGINE REVEALED NO MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 893

10/01/87

WIND RIVER, AK

A/C Reg. No. N54763

Time (Lcl) - 1815 ADT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. FUEL SYSTEM, CARBURETOR - ICE
 3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

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

----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. - 967 10/03/87 45 NW ANCHORAGE, AK A/C Reg. No. N3128L Time (Lcl) - 1510 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 - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NOME, AK
Destination
ANCHORAGE, AK

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
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, ME LAND

Age - 47

Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	6581	Last 24 Hrs - 5
Make/Model-	650	Last 30 Days-	25
Instrument-	592	Last 90 Days-	50
Multi-Eng -	1946		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE BELIEVED HE RAN OUT OF FUEL DURING THE IFR FLIGHT.

Brief of Accident (Continued)

File No. - 967

10/03/87

45 NW ANCHORAGE, AK

A/C Reg. No. N3128L

Time (Lc1) - 1510 ADT

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT UNDERSTOOD - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - TUNDRA

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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 922 5/22/87 OZARK,AL A/C Reg. No. N6363R Time (Lcl) - 1645 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -CFR 141
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
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- 100/011 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 3000 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BLACKWELL

Runway Ident - 12

Runway Lth/Wid - 4200/ 80

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 649

Make/Model- 15

Instrument- 79

Multi-Eng - 17

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 228

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INST PLT INDICATED THAT DURING AIRWORK PROCEDURES PRACTICE IN THE LCL AREA, THE RIGHT WING SEEMED TO BE HEAVY. HE INDICATED THAT HE SWITCHED THE FUEL SELECTOR FROM BOTH TO RIGHT TANK. AFTER ABOUT 20-30 MINUTES, THEY RETURNED TO THE AIRPORT AND ENTERED DOWNWIND FOR LDG. THE STUDENT PERFORMED A BEFORE LDG CK AND WHILE ON FINAL, IT WAS NOTED THAT THE ACFT WAS BELOW THE DESIRED FLIGHT PATH. AN ATTEMPT TO ADD PWR WAS MADE WITH NO RESPONSE. A RESTART WAS ATTEMPTED, HOWEVER, IT WAS NOT SUCCESSFUL. THE ACFT COLLIDED WITH TREES SHORT OF THE APT. THE STUDENT HAD MOVED THE FUEL SEL TO THE BOTH POSITION DURING THE PRE LDG CK. THE SELECTOR WAS BINDING WHEN MOVED FM THE RIGHT TANK POSITION TOWARD LEFT AND BOTH. AN INTERVIEW WITH THE STUDENT PLT INDICATED THAT HE DID NOT UNDERSTAND THE USE OF THE TANK SELECTOR DETENTS AT VARIOUS SELECTOR POSITIONS. THE FUEL SELECTOR REPORTEDLY WAS NOT MOVED DURING THE ATTEMPTED RESTART PROCEDURES.

Brief of Accident (Continued)

File No. - 922

5/22/87

OZARK,AL

A/C Reg. No. N6363R

Time (Lcl) - 1645 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,INADEQUATE TRAINING - DUAL STUDENT
4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND(CFI)
5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND(CFI)
6. FUEL SYSTEM,SELECTOR VALVE - BINDING(MECHANICAL)
7. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL

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

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - UTILITY POLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 974 6/21/87 COTTONWOOD,AL A/C Reg. No. N7687 Time (Lcl) - 0800 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	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	AHSFORD,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LUCKY FIELD
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3101
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - L19	Make/Model- 2900
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT EVERYTHING WAS NORMAL FOR THE ACFT DURING THE PREFLT AND RUNUP. HE HAD JUST ABOUT COMPLETED HIS FIRST SWATH RUN WHEN HE REPTD THAT THE ENGINE SHOOK A LITTLE AND STARTED BACKFIRING. HE PULLED UP AND STARTED ACROSS A SWAMP TOWARD A PAVED ROAD THAT HE PLANNED TO USE FOR AN EMER STRIP. THE ENGINE CONTD TO LOSE PWR AND THE ACFT COLLIDED WITH A POWER LINE AND TREES JUST SHORT OF THE ROAD. THE ENG WAS HEAVILY DAMAGED DURING THE IMPACT SEQUENCE. THERE WAS NO FIRE. THE PLT WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 974

6/21/87

COTTONWOOD, AL

A/C Reg. No. N7687

Time (Lcl) - 0800 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. OBJECT - WIRE, TRANSMISSION
 3. OBJECT - TREE(S)
 4. TERRAIN CONDITION - DIRT BANK
-

-----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) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 929 6/23/87 JASPER, AL A/C Reg. No. N859DD Time (Lcl) - 0619 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH B200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 11

Eng Make/Model - P & W PT6A-42
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 850 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 - UNK/NR
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
BIRMINGHAM, AL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

WALKER CO BEVILL
Runway Ident - 27
Runway Lth/Wid - 4800/ 100
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - UNK/NR
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Flight Time (Hours)	
Total	- 11000
Make/Model-	2000
Instrument-	750
Multi-Eng	- 10000
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OBTAINED A WEATHER BRIEFING FOR HIS PROPOSED FLT FROM BIRMINGHAM, AL TO JASPER, AL TO ALLENTOWN, PA. HE DID NOT FILE A FLIGHT PLAN FOR THE 35 MILE FLT FROM BIRMINGHAM TO JASPER, HOWEVER, HE DID FILE A FLIGHT PLAN FOR THE PROPOSED FLT FM JASPER TO ALLENTOWN. HE STATED THAT HE "FELT LIKE HE GOT A LITTLE SLOW AND THE TAIL STALLED" DURING HIS VFR LDG APCH AT JASPER. THE ACFT CONTACTED THE GROUND AT THE EAST END OF THE EAST-WEST RWY ON A NORTHERLY TRACK. THE ACFT CONTINUED ON THE NORTHERLY TRACK FOR 288 FT BEFORE COLLIDING WITH TREES. THE ACFT WAS DESTROYED BY THE POST CRASH FIRE. WITNESSES REPORTED FOG IN THE AREA AND THE PLT REPORTED THAT HE HAD ENCOUNTERED PATCHES OF FOG ON THE FLT FROM BIRMINGHAM.

Brief of Accident (Continued)

File No. - 929

6/23/87

JASPER,AL

A/C Reg. No. N859DD

Time (Lcl) - 0619 CDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DAWN
3. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 918 9/08/87 MC INTOSH,AL A/C Reg. No. N1200W Time (Lc1) - 1410 CDT

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

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

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

Make/Model	- BELL 47G-2A	Eng Make/Model	- LYCOMING VO-435	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	- 3	Rated Power	- 240 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point
Method	- UNK/NR	SAME AS ACC/INC
Completeness	- UNK/NR	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- CALM	ATC/Airspace
Visibility	- 5.0	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	Type of Clearance
Lowest Ceiling	- NONE	Type Apch/Lndg
Obstructions to Vision	- NONE	
Precipitation	- NONE	
Condition of Light	- DAYLIGHT	

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2444	Last 24 Hrs - 5
SE LAND	Months Since - 3	Make/Model - 505	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 440
			Rotorcraft - 770

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS BEING USED TO SET FIRES TO BURN OFF UNDERBRUSH IN A COMMERCIAL FOREST PRIOR TO CUTTING OF TREES. THE PLT LANDED THE HELICOPTER ON A MOBILE TRANSPORT TRAILER AT THE COMPLETION OF THE DAY'S WORK. THE HELICOPTER ENGINE HAD BEEN SHUT OFF AND THE ROTOR BLADES WERE COASTING TO A STOP. PREVIOUSLY SET FIRE GENERATED WIND WHICH LIFTED THE TAIL OF THE HELICOPTER. THE MAIN ROTOR BLADES HIT THE GROUND AND THE HELICOPTER FUEL TANK, SPILLING FUEL WHICH IGNITED.

Brief of Accident (Continued)

File No. - 918

9/08/87

MC INTOSH,AL

A/C Reg. No. N1200W

Time (Lc1) - 1410 CDT

Occurrence #1 NOSE DOWN
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

-----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. - 874 5/07/87 FAYETTEVILLE,AR A/C Reg. No. N13CM Time (Lcl) - 1330 CDT

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

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

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

Make/Model - ENSTROM F-28A	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 205 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	FAYETTEVILLE,AR	
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 - 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 - PRECAUTIONARY LANDING	ROUGH
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)
COMMERCIAL	Current - YES	Total - 298
	Months Since - 15	Make/Model- 56
HELICOPTER	Aircraft Type - H-269	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 18
		Rotorcraft - 298

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS DEMONSTRATING THE HELO TO A PROSPECTIVE CUSTOMER. THE PIC WAS HOVERING IN A REMOTE AREA WITH ROUGH AND UNEVEN TERRAIN. THE PIC RPTD OUTSIDE AIR TEMPS OF ABT 90 DEGREES DURING THE DEMO FLT. THE PIC STATED THAT HE WAS MOVING AROUND OVER THE GRND IN A 3 TO 5 FT HOVER. THE PIC STATED THAT NO WIND WAS BLOWING AND HE WAS MOVING TO GET FRESH AIR THROUGH THE ROTORS. THE PIC THEN NOTICED THAT ENG RPM WAS DECREASING AND INCREASED THROTTLE TO COMPENSATE. THE PIC STATED THAT RPM CONTINUED TO DECREASE AND THE HELO BEGIN TO DESCEND DESPITE FULL THROTTLE. THE PIC STATED THAT HE HAD TO MANEUVER THE HELO BACK TO THE SPOT HE HAD INITALLY APPROACHED TO AVOID LANDING ON ROUGH AND UNEVEN TERRAIN. THE PIC STATED THAT THIS POSED A PBLM TO IMMEDIATE TOUCHDOWN AS HE MOVED THE HELO TO THE SMOOTH LNDG AREA. THE HELO SUBSEQUENTLY HARD LANDED SHORT OF THE LNDG AREA SUSTAINING SUBSTANTIAL DAMAGE. NO MECH MALF WAS DISCOVERED DURING INSP.

Brief of Accident (Continued)

File No. - 874

5/07/87

FAYETTEVILLE, AR

A/C Reg. No. N13CM

Time (Lcl) - 1330 CDT

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

Finding(s)

1. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation HOVER

----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. - 857 6/08/87 HOPE, AR

A/C Reg. No. N27424

Time (Lcl) - 1900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TAYLORCRAFT BL-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1150
No. of Seats - 2

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- 120/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 09
Runway Lth/Wid - 1372 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 44
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED
Flight Time (Hours)

Total	- 126	Last 24 Hrs - UNK/NR
Make/Model-	2	Last 30 Days- UNK/NR
Instrument-	0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD LAST STUDENT CERTIFICATE AND MEDICAL IN 1978. ON THIS FLIGHT WITH PASSENGER, TAKEOFF WAS MADE FROM ROUGH HAY MEADOW, 1372 FEET LONG. WHEN AIRPLANE COULD NOT CLIMB OVER POWERLINE AT END OF MEADOW, PILOT DECIDED TO FLY UNDER POWERLINE. RIGHT WING STRUCK POWER POLE. AIRPLANE THEN COLLIDED WITH TERRAIN.

Brief of Accident (Continued)

File No. - 857

6/08/87

HOPE, AR

A/C Reg. No. N27424

Time (Lcl) - 1900 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. TERRAIN CONDITION - ROUGH/UNEVEN
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. OBJECT - UTILITY POLE
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 880 6/19/87 HAZEN, AR A/C Reg. No. N8027K Time (Lcl) - 0930 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries 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 - SCHWEIZER G-164B	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 200/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 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 - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5500
SE LAND	Months Since - 6	Make/Model- 3000
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 15
		Last 30 Days- 150
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS RETURNING TO BASE OF OPERATIONS AFTER COMPLETING AN AERIAL APPLICATION OPERATION. ENROUTE, PIC EXPERIENCED AN ENGINE FAILURE AND MADE A FORCED LDG IN A FARM FIELD. AFTER TOUCHDOWN, ACFT NOSED OVER AND WAS SUBSTANTIALLY DAMAGED. SUBSEQUENT INVESTIGATION REVEALED NO. 1 CYLINDER HAD FAILED.

Brief of Accident (Continued)

File No. - 880

6/19/87

HAZEN, AR

A/C Reg. No. N8027K

Time (Lcl) - 0930 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. TERRAIN CONDITION - CROP
 4. TERRAIN CONDITION - NONE SUITABLE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1000 7/10/87 BENTON, AR A/C Reg. No. N4JD Time (Lcl) - 1435 CDT

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

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

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

Make/Model - BEECH BE-58	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COLUMBUS, MS	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SALINE COUNTY
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3665/ 50
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 30000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 3557
SE LAND, ME LAND, SE SEA	Months Since - 6	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 405
		Instrument- 586
		Multi-Eng - 1750
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A POSITIONING FLT TO PICK UP REVENUE PASSENGERS, PIC NEGLECTED TO LOWER LDG GEAR FOR LDG. ACFT WAS SUBSTANTIALLY DAMAGED. PIC STATED HE FORGOT TO LOWER GEAR AND NO WARNING HORN HAD ACTIVATED.

Brief of Accident (Continued)

File No. - 1000

7/10/87

BENTON, AR

A/C Reg. No. N4JD

Time (Lcl) - 1435 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. 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) 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. - 818 7/10/87 WALDRON,AR A/C Reg. No. N5921U Time (Lcl) - 1630 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	EL DORADO,AR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TULSA,OK	
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - ROUGH
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 1	Make/Model- 8
	Aircraft Type - C-152C	Instrument- 3
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID HE WAS ON A X-COUNTRY FOR HIS COMMERICAL CERT. HE CHECKED ENROUTE WX FOR THE RETURN TRIP AND WAS TOLD VMC PREVAILED. HOWEVER HE RPTD THAT HE ENCOUNTERED HAZE & CLOUDS. HE LET DOWN TO VMC BUT AFTER HE GOT IN THE CLEAR ALL HE COULD SEE WAS MOUNTAINS AND A FIELD HE THOUGHT HE COULD LAND ON. HE ELECTED TO LAND ON THE FIELD BUT DURING THE LANDING THE ACFT COLLIDED WITH A DITCH AND A FENCE.

Brief of Accident (Continued)

File No. - 818

7/10/87

WALDRON, AR

A/C Reg. No. N5921U

Time (Lc1) - 1630 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH

Occurrence #2 ON GROUND 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) 2

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 822 2/16/87 SEDONA, AZ A/C Reg. No. N161A Time (Lcl) - 1815 MST

-----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 - CESSNA 310G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4990
No. of Seats - 5

Eng Make/Model - LYCOMING TIO-540
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 310/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
SEDONA, AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

SEDONA
Runway Ident - 03
Runway Lth/Wid - 5135/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 76
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 4142 Last 24 Hrs - 1
Make/Model- 3500 Last 30 Days- 14
Instrument- 617 Last 90 Days- 21
Multi-Eng - 3500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED HARD ON RWY 3 WHILE ON A NIGHT VFR PLEASURE FLIGHT. THE PLT INDICATED THAT IT WAS A DARK NIGHT AND HE ELECTED TO FLY THE NDA-A IAP TO INSURE TERRAIN CLEARANCE WHILE LOOKING FOR THE RWY. WHILE ON FINAL APCH HE ACTIVATED THE MRL ON THE TRAFFIC ADVISORY FREQ. THE PLT STATED, "THE LIGHTS APPEARED TO BE DIM AND THE LANDING LIGHTS DID NOT ILLUMINATE THE RWY SURFACE." THE PLT ADJUSTED THE ACFT PITCH ATTITUDE TO A SLIGHT NOSE UP AND ADDED POWER. THE PLT STATE THAT THE LANDING WAS "SUFFICIENTLY HARD TO DAMAGE THE INTERNAL WING STRUCTURE OF THE ACFT." THE PLT WAS REQUIRED TO WEAR CORRECTIVE LENSES FOR DISTANT VISION AND POSSESS CORRECTIVE LENSES FOR NEAR VISION. THE PLT'S NIGHT VISUAL ACUITY IS DEGRADED BY THE PHYSIOLOGICAL ASPECT OF HIS VISION. THIS ASPECT BEING THE NEED FOR CORRECTIVE LENSES. THE EFFECTS OF ALT, HYPOXIA, WILL HAVE AN IMPACT ON NIGHT VISION. DETERIORATION IN NIGHT VISION CAN OCCUR AT CABIN PRESSURE ALTS AS LOW AS 5,000 FT.

Brief of Accident (Continued)

File No. - 822

2/16/87

SEDONA, AZ

A/C Reg. No. N161A

Time (Lcl) - 1815 MST

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
-

----Probable Cause----

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

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. - 821 2/27/87 SPRINGERVILLE, AZ A/C Reg. No. N735PQ Time (Lcl) - 1615 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious Minor None
0 0 0
0 0 0

1
3

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

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 320/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PHOENIX, AZ
Destination
SPRINGERVILLE, AZ

Airport Proximity
ON AIRPORT

Airport Data

SPRINGERVILLE-BABBIT
Runway Ident - 03
Runway Lth/Wid - 6600/ 75
Runway Surface - ASPHALT
Runway Status - WET

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 - 40
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - C-182Q

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 153 Last 24 Hrs - 2
Make/Model- 153 Last 30 Days- 2
Instrument- 0 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 182 COLLIDED WITH A SNOW BANK AFTER VEERING OFF RUNWAY 3. THE PILOT INDICATED THAT AFTER TOUCHDOWN THE AIRCRAFT BEGAN TO DRIFT RIGHT AND HE WAS UNABLE TO CORRECT IT BY APPLYING LEFT PEDAL. THE AIRCRAFT SUDDENLY VEERED LEFT AND THE PILOT APPLIED RIGHT PEDAL. THE PILOT THEN STATED HE LOST CONTROL AS THE AIRCRAFT OSCILLATED FROM RIGHT TO LEFT. THE AIRCRAFT THEN DEPARTED THE RUNWAY, STRUCK THE SNOW BANK, AND NOSED OVER. THE PILOT REPORTED THE TEMPERATURE WAS 32 DEGREES F AND THAT THERE WAS SOME FOG AT THE TIME OF THE ACCIDENT. HE ALSO REPORTED THE WINDS TO BE FROM 120 DEGREES AT 3 KNOTS AND WET AND ICY CONDITIONS ON THE RUNWAY. THE RIGHT FRONT SEAT PASSENGER INDICATED THAT SHE HEARD THE "SKIDDING SOUND OF THE TIRES AND BRAKES".

Brief of Accident (Continued)

File No. - 821

2/27/87

SPRINGVILLE,AZ

A/C Reg. No. N735PQ

Time (Lcl) - 1615 MST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
2. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
3. WEATHER CONDITION - CROSSWIND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - SNOWBANK

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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 978 7/26/87 WILLIAMS,AZ A/C Reg. No. N4651Z Time (Lcl) - 0300 MST

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

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

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

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL TSIO-520-C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 51	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 269
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS REPORTED STOLEN ON JULY 26, 1987. IT IS BELIEVED THAT THE AIRCRAFT DEPARTED THE GRAND CANYON AIRPORT IN GRAND CANYON, ARIZONA ON JULY 26, 1987, AT 0300 MST. A SEARCH OF RECORDS OR AIRPORTS IN THE AREA REVEALED THAT THE AIRCRAFT WAS REFUELED AT THE PULLIAM AIRPORT IN FLAGSTAFF, ARIZONA ON JULY 26, 1987. THE AIRCRAFT WAS FOUND NEAR WILLIAMS, ARIZONA ON SEPTEMBER 13, 1987. THE WEATHER CONDITIONS NEAR WILLIAMS ON JULY 26, 1987 WERE REPORTED AS SCATTERED RAIN SHOWERS WITH LIGHT AND VARIABLE WINDS. THE AIRCRAFT WAS DESTROYED AND THE UNCERTIFICATED PILOT WAS FATALLY INJURED. FAA RECORDS INDICATED THAT HE HAD BEEN DENIED A MEDICAL CERTIFICATE IN 1979 AND THAT HE HAD INDICATED ON IT THAT HE HAD 269 HOURS OF FLT TIME.

Brief of Accident (Continued)

File No. - 978

7/26/87

WILLIAMS,AZ

A/C Reg. No. N4651Z

Time (Lcl) - 0300 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation UNKNOWN

Finding(s)

1. UNDETERMINED
 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - PILOT IN COMMAND
 3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 856 8/28/87 GLENDALE, AZ A/C Reg. No. N3164D Time (Lcl) - 1130 MST

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

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

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470J1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 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	GLENDALE MUNI.
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5350/ 75
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - TRAFFIC ADVISORY	Runway Surface - ASPHALT
Lowest Ceiling - NONE	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 7223
SE LAND,ME LAND	Months Since - 2	Make/Model- 4
HELICOPTER	Aircraft Type - S-76	Instrument- 279
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 7055

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING LANDING ROLL, IN CROSSWIND CONDITIONS, THE AIRCRAFT LEFT THE RUNWAY AND WENT INTO A DITCH. DURING A TELEPHONE INTERVIEW THE PILOT STATED THAT HE LOST CONTROL OF THE AIRCRAFT. THE PILOT WAS LANDING ON RUNWAY 01 AND WINDS WERE REPORTED TO BE FROM 090 DEGREES AT 10-12 KNOTS.

Brief of Accident (Continued)

File No. - 856

8/28/87

GLENDAL, AZ

A/C Reg. No. N3164D

Time (Lcl) - 1130 MST

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/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

-----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. - 868 10/03/87 CAREFREE,AZ A/C Reg. No. N1600P Time (Lcl) - 0900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
ON GROUND

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

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

Make/Model - AVAIN BALLOON MAGNUM IX
Landing Gear - N/A
Max Gross Wt - 1000
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - PARTIAL,LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 090/009 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
CAREFREE,AZ
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

FREE BALLOON

Age - 67
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 566	Last 24 Hrs -	2
Make/Model-	81	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	11
Multi-Eng -	UNK/NR	Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FIRST TAKEOFF ATTEMPT, A SMALL PORTION OF THE BALLOON ENVELOPE CAUGHT FIRE AND WAS QUICKLY EXTINGUISHED. THE SECOND TAKEOFF ATTEMPT WAS SUCCESSFUL. ONE PASSENGER ON THE BALLOON SAID THAT THE FLIGHT WAS VERY ERRATIC RANGING IN ALTITUDE FROM 10 FEET AGL TO 1000 FEET AGL. THE BALLOON ENVELOPE PARTIALLY COLLAPSED IN TURBULENT WEATHER AND WENT INTO AN UNCONTROLLED DESCENT. THE BALLOON BASKET COLLIDED WITH THE TERRAIN AND FOUR OF THE SEVEN OCCUPANTS FELL OUT. THE BALLOON SHOT INTO THE AIR, DESCENDED, AND COLLIDED WITH THE TERRAIN AGAIN. THE PILOT COLLAPSED THE ENVELOPE AS THE BALLOON SKIDDED ACROSS THE GROUND. WINDS WERE REPORTED TO BE FROM 090 DEGREES AT 09 KNOTS GUSTING TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 868

10/03/87

CAREFREE,AZ

A/C Reg. No. N1600P

Time (Lcl) - 0900 MST

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

Finding(s)

1. BALLOON EQUIPMENT, ENVELOPE - DISTORTED
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. WEATHER CONDITION - TURBULENCE

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

Finding(s)

4. BALLOON EQUIPMENT, BASKET - DUMPED
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. WEATHER CONDITION - GUSTS

Occurrence #3 ABRUPT MANEUVER
Phase of Operation CLIMB

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

Finding(s)

7. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
8. BALLOON EQUIPMENT, ENVELOPE - COLLAPSED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 949 10/04/87 WICKENBURG,AZ A/C Reg. No. N8583A Time (Lcl) - 1600 MST

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

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

Make/Model - BEECH A35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 170/006 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
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

WICKENBURG
Runway Ident - 05
Runway Lth/Wid - 5050/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - V35B

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

Total	- 450	Last 24 Hrs	- 0
Make/Model-	31	Last 30 Days-	8
Instrument-	UNK/NR	Last 90 Days-	15
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF RUN, THE PLT REALIZED HE HAD A FLT CONTROL PROBLEM WHEN HE WAS UNABLE TO ROTATE THE ACFT FOR LIFT-OFF. HE STATED THAT HE CONTD THE TAKEOFF, ATTEMPTING TO OVERCOME THE PROBLEM WITH ELEVATOR TRIM. HE WAS UNABLE TO ESTABLISH A CLIMB. SUBSEQUENTLY, THE ACFT HIT A FENCE WHILE THE LNDG GEAR WAS STILL EXTENDED & CAME TO A STOP "SOME 800 FEET BEYOND." THE OWNER/PLT RPRTD THAT THE GUST LOCK FOR THE PLANE HAD BEEN MISPLACED & A BOLT WAS INSERTED IN ITS PLACE. PRIOR TO THE FLT, HE HAD FAILED TO REMOVE THE BOLT. HE ALSO NOTED THAT "JUDICIOUS USE OF CHECKLIST" COULD HAVE PREVENTED THE ACDNT.

Brief of Accident (Continued)

File No. - 949

10/04/87

WICKENBURG,AZ

A/C Reg. No. N8583A

Time (Lc1) - 1600 MST

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

Finding(s)

1. FLIGHT CONTROL,GUST LOCK - INCORRECT
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
4. FLIGHT CONTROL,GUST LOCK - NOT REMOVED

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

Finding(s)

5. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
6. REMEDIAL ACTION - NOT ATTAINED -
7. OBJECT - FENCE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 897 3/17/87 RIO VISTA, CA A/C Reg. No. N97115 Time (Lcl) - 1415 PST

-----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	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2230	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	RIO VISTA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LIVERMORE, CA	Runway Ident - N/A
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 22000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- SMOKE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 535
SE LAND, ME LAND	Months Since - 18	Make/Model- 200
	Aircraft Type - 108-1	Instrument- 0
		Multi-Eng - 170
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT NOSED OVER IN SOFT SOIL AFTER A FORCED LANDING. THE AIRCRAFT'S ENGINE FAILED DURING THE DEPARTURE CLIMB AND THE PILOT WAS UNABLE TO RESTART IT. THE PILOT ACCOMPLISHED A FORCED LANDING TO A FIELD. THE AIRCRAFT NOSED OVER WHEN THE NOSE GEAR BECAME BOGGED IN SOFT SOIL. THE POWERPLANT WAS DISASSEMBLED AND EXAMINED. DURING THE DISASSEMBLY THE CRANKSHAFT WAS DISCOVERED TO BE FRACTURED BETWEEN THE NUMBER ONE AND TWO CYLINDER JOURNALS. EXAMINATION OF THE AIRCRAFT AIRFRAME AND ENGINE LOGBOOKS REVEALED THAT THE CRANKSHAFT WAS INSTALLED ON MARCH 28, 1984 WHEN THE ENGINE WAS OVERHAULED. THE AIRCRAFT HAD ACCUMULATED A TOTAL OF 54 FLIGHT HOURS SINCE THE ENGINE OVERHAUL. IT COULD NOT BE DETERMINED IF THE CRANKSHAFT WAS NEW OR RECONDITIONED AT THE TIME OF INSTALLATION.

Brief of Accident (Continued)

File No. - 897

3/17/87

RIO VISTA, CA

A/C Reg. No. N97115

Time (Lcl) - 1415 PST

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

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

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. - 948 6/27/87 CLEARLAKE, CA A/C Reg. No. N111MS Time (Lcl) - 1300 PDT

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

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

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

Make/Model - BEECH V35	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	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	OFF AIRPORT/STRIP
Method - N/A	SANTA ROSA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13050
SE LAND, ME LAND	Months Since - 11	Make/Model- 7000
GLIDER	Aircraft Type - 23	Instrument- 450
		Multi-Eng - 850
		Last 24 Hrs - 8
		Last 30 Days- 75
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT THE ENGINE EXPERIENCED A LOSS OF POWER. THE PLT MADE A FORCED LANDING ON A ROAD WHERE DURING THE LANDING ROLL THE ACFT COLLIDED WITH A FENCE AND EVENTUALLY CAME TO REST IN A DITCH. INSPECTION OF THE ENGINE REVEALED EXTENSIVE DETONATION DAMAGE IN CYLINDERS 3, 4, AND 6. A FUEL SAMPLE WAS TAKEN WHICH REVEALED A NOTICABLE QUANTITY OF RESIDUE PARTICLES CONTAINING SILICON, IRON, AND ALUMINUM. THE SAMPLE MET THE MINIMUM AS TM STANDARDS FOR 100LL FUEL.

Brief of Accident (Continued)

File No. - 948

6/27/87

CLEARLAKE,CA

A/C Reg. No. N111MS

Time (Lcl) - 1300 PDT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - OTHER
2. FUEL SYSTEM, INJECTOR - FOREIGN OBJECT
3. ENGINE ASSEMBLY, CYLINDER - OVERTEMPERATURE
4. ENGINE ASSEMBLY, CYLINDER - LEAK
5. FUEL SYSTEM, SCREEN - FOREIGN OBJECT
6. FUEL SYSTEM, TANK - CONTAMINATION
7. AIRCRAFT PREFLIGHT - POOR - 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)

8. OBJECT - FENCE

-----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) 1,2,4,5,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 801 6/27/87 SANTA ROSA,CA A/C Reg. No. N255B Time (Lcl) - 1430 PDT

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

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

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

Make/Model - BEECH A35	Eng Make/Model - CONTINENTAL E-225-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SANTA ROSA,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SANTA ROSA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 200
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5100
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - B-35	Make/Model- 4879
		Last 30 Days- 10
		Instrument- 426
		Last 90 Days- 67

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PARTICIPATING IN A CAFE-400 (COMPARATIVE ACFT FLT EFFICIENCY) CONTEST OVER A 400 MI, ROUND ROBIN COURSE. WHILE DSCNDG FM 7000' AT THE END OF THE FLT, THE PLT SLOWED THE ACFT TO 140 MPH TO OBSERVE TRAFFIC. WHEN CLEAR, HE INCREASED THE SPEED TO 160 MPH & BGN A 500 FPM DSCNT. AT ABOUT THAT TIME, HE DETECTED A VIBRATION THAT INCREASED IN INTENSITY, THEN NOTICED THE SPEED HAD INCREASED TO 188 MPH. THE PLT REDUCED PWR, & AS THE ACFT SLOWED, THE VIBRATION STOPPED. THE ACFT WAS LNDD WITHOUT FURTHER INCIDENT. A POST FLT EXAM REVEALED THE AFT FUSELAGE WAS WRINKLED & BUCKLED IN A 3 FT AREA, JUST FWD OF THE MAIN SPAR BULKHEAD FOR THE V-TAIL. THERE WAS EVIDENCE OF FLUTTER WHICH HAD RESULTED IN DYNAMIC OVERLOAD. AN INV REVEALED THE RUDDERVATORS WERE OUT OF BALANCE. THE ACFT WAS BEING OPERATED NR ITS MAX GROSS WT LIMIT WITH AN AFT LOADING, BUT IT WAS WITHIN THE WT & BALANCE LIMITS.

Brief of Accident (Continued)

File No. - 801

6/27/87

SANTA ROSA, CA

A/C Reg. No. N255B

Time (Lc1) - 1430 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLIGHT CONTROL, RUDDER VATOR - FLUTTER
 2. MAINTENANCE, BALANCING - NOT MAINTAINED - OTHER MAINTENANCE PSNL
 3. FUSELAGE - BUCKLED
-

-----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. - 871 7/07/87 NOVATO, CA A/C Reg. No. N38WA Time (Lcl) - 1843 PDT

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

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

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

Make/Model	- PIPER PA-31T2	Eng Make/Model	- P & W PT6	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 620 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	OAKLAND, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		GROSS FLD	
Wind Dir/Speed	- 250/020 KTS	ATC/Airspace		Runway Ident	- 31
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 3300/ 60
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 - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 10820	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 16	Make/Model - 150	Last 30 Days - UNK/NR
	Aircraft Type - C-500	Instrument - 1000	Last 90 Days - 39
		Multi-Eng - 8820	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, THE PLT REPORTED THAT HE HAD EXTENDED THE LANDING GEAR APRX 5 MILES FROM THE ARPT AND LOWERED PARTIAL FLAPS. APRX 2 MILES FROM THE ARPT THE PLT MADE SHALLOW S TURNS FOR SPACING AND EXTENDED THE REST OF THE FLAPS. THE PLT DOES NOT REMEMBER IF THERE WERE THREE GREEN. THE REMAINDER OF THE APPROACH THE PLT WAS MAKING CONSTANT POWER ADJUSTMENTS TO COMPENSATE FOR THE HIGH WIND CONDITIONS. THE ACFT COLLIDED WITH THE RWY WITH THE LANDING GEAR RETRACTED. A WITNESS IN THE AREA OBSERVED THE ACFT LAND WITH THE GEAR RETRACTED. WHEN THE ACFT WAS RETRIEVED OFF OF THE RWY, THE LANDING GEAR WAS EXTENDED WITH THE THREE GREEN INDICATING DOWN AND LOCKED.

Brief of Accident (Continued)

File No. - 871

7/07/87

NOVATO,CA

A/C Reg. No. N38WA

Time (Lcl) - 1843 PDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

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. - 899 7/10/87 GRASS VALLEY, CA A/C Reg. No. N5259K Time (Lcl) - 1930 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal	Injuries		
	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
Pass

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

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

Wind Dir/Speed- 180/011 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
GRASS VALLEY, CA
Destination
NAPA, CA

ATC/Airspace

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

Airport Proximity
ON AIRSTIP

Airport Data

NEVADA CO.
Runway Ident - 25
Runway Lth/Wid - 3920/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 72	Last 24 Hrs - 2
Make/Model- 6	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, WHILE ATTEMPTING TO LAND AT THE AIRPORT, THE PILOT MADE A GO AROUND BECAUSE HE WAS TOO HIGH. ON THE SECOND APPROACH, THE PILOT NOTED THAT HE MAY HAVE BEEN A LITTLE HIGH AND FAST. DURING THE LANDING THE AIRCRAFT BOUNCED THREE TIMES BEFORE THE PILOT ADDED POWER TO GO AROUND. THE PILOT TOOK OFF AND DECIDED TO LAND AT ANOTHER AIRPORT. AFTER LANDING WITHOUT FURTHER INCIDENT AT THE OTHER AIRPORT, THE PILOT REALIZED THE DAMAGE TO THE AIRCRAFT. THERE WAS NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 899

7/10/87

GRASS VALLEY, CA

A/C Reg. No. N5259K

Time (Lc1) - 1930 PDT

Occurrence #1 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 902 7/15/87 OAKLAND, CA A/C Reg. No. N3487J Time (Lcl) - 1625 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	0	1
Pass	0	0	0	0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/019 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANTA CLARA, CA
Destination
OAKLAND, CA

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

OAKLAND
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - CONCRETE
Runway Status - DRY

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

Pilot-In-Command

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

Age - 32

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C150G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 126	Last 24 Hrs -	0
Make/Model-	21	Last 30 Days-	0
Instrument-	0	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, THE PLT HAD JUST BEEN CLEARED TO LAND WHEN THE ENGINE SPUTTERED THEN QUIT. UNABLE TO LAND AT THE ARPT THE PLT MADE AN EMERGENCY LANDING ON A ROAD WHERE THE ACFT COLLIDED WITH THE TERRAIN AND NOSED OVER. INSPECTION OF THE ACFT REVEALED THAT THERE WAS APRX ONE AND HALF GALLONS OF FUEL IN THE LEFT FUEL TANK AND THE RIGHT WAS EMPTY. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 902

7/15/87

OAKLAND,CA

A/C Reg. No. N3487J

Time (Lcl) - 1625 PDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 900 7/20/87 LAKE TAHOE, CA A/C Reg. No. N28452 Time (Lcl) - 1647 PDT

-----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 - TAXI			0	0	0	1	

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

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	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	LAKE TAHOE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OAKLAND, CA	LAKE TAHOE
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 268
SE LAND	Months Since - 9	Make/Model- 147
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 18
		Last 90 Days- 76

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO THE RWY, THE PLT STATED THAT THE RIGHT BRAKE FAILED. THE ACFT ROLLED OFF THE TAXIWAY AND COLLIDED WITH A TRANSFORMER. INSPECTION OF THE BRAKE REVEALED THAT THE BRAKE LININGS WERE WORN AND THAT THE PISTON IN THE HYDRAULIC CYLINDER HAD TRAVELED PAST THE O-RING ALLOWING A LOSS OF PRESSURE.

Brief of Accident (Continued)

File No. - 900

7/20/87

LAKE TAHOE, CA

A/C Reg. No. N28452

Time (Lc1) - 1647 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY
 2. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, TOTAL
 3. FLUID, HYDRAULIC - LACK OF
 4. MAINTENANCE, SERVICE OF AIRCRAFT - 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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 901 7/23/87 LOS ANGELES, CA A/C Reg. No. N3707Z Time (Lcl) - 0620 PDT

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TSIO-520-UB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	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	ON AIRPORT
Method - TELEPHONE	LOS ANGELES, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	TUCSON, AZ	WHITEMAN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3725/ 40
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	
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)
PRIVATE	Current - YES	Total - 2044
SE LAND, ME LAND	Months Since - 9	Make/Model - 84
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 1200
		Last 24 Hrs - 0
		Last 30 Days - 4
		Last 90 Days - 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF AT AN ALTITUDE OF APRX 50 FT AGL, THE ENGINE QUIT. THE PLT LANDED THE ACFT STRAIGHT AHEAD AND WAS UNABLE TO STOP BEFORE COLLIDING WITH A FENCE. INSPECTION OF THE ENGINE REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 901

7/23/87

LOS ANGELES, CA

A/C Reg. No. N3707Z

Time (Lcl) - 0620 PDT

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 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 903 7/24/87 BANNING, CA A/C Reg. No. N3322Q Time (Lcl) - 1400 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	0	0
Accident Occurred During -TAXI			0	0	0
					1
					0

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

Make/Model - CESSNA 320D	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 - 5200	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CARSON CITY, NV	BANNING
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 26
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - 5200 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
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)
PRIVATE	Current - YES	Total - 521
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - 320D	Make/Model- 38
		Instrument- 0
		Last 30 Days- 26
		Last 90 Days- 26
		Multi-Eng - 298

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING TO THE RUNWAY, THE RIGHT MAIN AND NOSE GEAR TRAVELED OFF OF THE TAXIWAY. THE PLT ADDED POWER TO THE RIGHT ENGINE AND APPLIED LEFT BRAKE, HOWEVER, THE PLT STATED THAT WHEN POWER WAS ADDED, THE GROUND SPEED ALSO INCREASED. THE ACFT TRAVELED OFF THE TAXIWAY AND COLLIDED WITH A DITCH. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE TAXIWAY WAS REPORTED TO BE IN POOR CONDITION.

Brief of Accident (Continued)

File No. - 903

7/24/87

BANNING, CA

A/C Reg. No. N3322Q

Time (Lcl) - 1400 PDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

3. TERRAIN CONDITION - DITCH

-----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. - 870 7/25/87 GALT, CA A/C Reg. No. N2716H Time (Lcl) - 0900 PDT

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

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

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C-75-12	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 230/007 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 SAME AS ACC/INC Destination LOCAL ATC/Airspace Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	Airport Proximity ON AIRSTRIP Airport Data VETTERS Runway Ident - 27 Runway Lth/Wid - 2100 -UNK/NR Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE, COMMERCIAL SE LAND, ME LAND HELICOPTER	Age - 35 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - 7ECA	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1100 Make/Model- 0 Instrument- 78 Multi-Eng - 60 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 28 Rotorcraft - 110
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Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND ROLL ON A 2000 FT PRIVATE RUNWAY, AT THE POINT TO ROTATE, THE PLT APPLIED BACK PRESSURE, HOWEVER, THE AIRCRAFT DID NOT RESPOND. APRX THREE QUARTERS OF THE WAY DOWN THE RWY THE PLT REALIZED THAT THE ACFT WAS NOT LIFTING OFF AND HE REDUCED PWR AND APPLIED BRAKES. THE ACFT DID NOT STOP IN TIME BEFORE COLLIDING WITH A BUILDING AT THE END OF THE RWY. INVESTIGATION OF THE ACFT ENGINE AND CONTROL SYSTEMS REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 870

7/25/87

GALT,CA

A/C Reg. No. N2716H

Time (Lc1) - 0900 PDT

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 4. ROTATION - NOT ATTAINED - PILOT IN COMMAND
 5. SUPERVISION - POOR - CHECK PILOT
-

-----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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 977 7/26/87 PASO ROBLES, CA A/C Reg. No. N99LE Time (Lcl) - 1354 PDT

-----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	0

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

Make/Model - SCHARSCHMIDT LONG-EZ	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 - UNK/NR	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	OFF AIRPORT/STRIP
Method - UNK/NR	PASO ROBLES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTEREY, CA	Runway Ident - N/A
Wind Dir/Speed- 290/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 184
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 62
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKE-OFF ON RUNWAY 01 THE ENGINE LOST ALL POWER. HAVING GAINED 500' AGL THE PILOT ATTEMPTED TO TURN 180 DEGREES AND LAND ON RUNWAY 19. REALIZING HE WOULDN'T MAKE IT TO RUNWAY 19, THE PILOT DECIDED TO ATTEMPT TO LAND IN AN OPEN FIELD TO THE NORTH. THE PILOT SAID HE "SAW WIRES (POWERLINES) AT LAST RECORD- COULDN'T AVOID, HIT POLE WITH OUTER 3' OF WING. CRASHED IN FIELD 75' FROM POLE." THE CAUSE OF THE ENGINE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 977

7/26/87

PASO ROBLES, CA

A/C Reg. No. N99LE

Time (Lcl) - 1354 PDT

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - FOULED
2. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - POLE

Occurrence #4 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

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

Brief of Accident

File No. - 979 9/11/87 VICTORVILLE, CA A/C Reg. No. N85022 Time (Lcl) - 1535 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
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - AERONCA CHAMP 7AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-90-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 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- 250/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
APPLE VALLEY, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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)
CFI
SE LAND

Age - 31
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1670 Last 24 Hrs - 6
Make/Model- 37 Last 30 Days- 194
Instrument- 58 Last 90 Days- 506
Multi-Eng - 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING OUT OVER A RIDGE, THE INSTRUCTOR, WHO WAS SITTING IN BACK, HEARD HIS STUDENT YELL SOMETHING. THE INSTRUCTOR LOOKED OUT THE FRONT WINDSCREEN JUST IN TIME TO SEE POWERLINES. SIMULTANEOUSLY, THE STUDENT PUSHED THE STICK FORWARD TO GO UNDER THE POWER LINES AND THE AIRCRAFT COLLIDED WITH THE TERRAIN. THIS INFORMATION WAS PROVIDED BY THE INSTRUCTOR. THE STUDENT CANNOT REMEMBER WHAT HAPPENED. THERE WERE NO MECHANICAL PROBLEMS REPORTED. WINDS WERE REPORTED TO BE FROM 250 AT 5 KNOTS AT THE TIME AND THE INSTRUCTOR SAID THAT PRIOR TO THE ACCIDENT WEATHER WAS NOT A PROBLEM. HOWEVER, AS THEY WERE CLIMBING OUT OVER THE RIDGE, THE INSTRUCTOR THOUGHT HE FELT THE AIRCRAFT SINKING FOR AN UNKNOWN REASON.

Brief of Accident (Continued)

File No. - 979

9/11/87

VICTORVILLE, CA

A/C Reg. No. N85022

Time (Lc1) - 1535 PDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. LIGHT CONDITION - DAYLIGHT
 2. VISUAL LOOKOUT - NOT MAINTAINED - DUAL STUDENT
 3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 4. MANEUVER - EXCESSIVE - DUAL STUDENT
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

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

Finding(s)

6. TERRAIN CONDITION - RISING
-

-----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) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 869 10/04/87 BIG BEAR CITY, CA A/C Reg. No. N7368L Time (Lcl) - 1000 PDT

-----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 - GRUMMAN AA-5A	Eng Make/Model - LYCOMING O-320-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	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	APPLE VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BIG BEAR CITY
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5850/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT BOUNCED DURING LANDING AND COLLIDED WITH RUNWAY LIGHTS AND A TAXIWAY SIGN. HE LANDED ON RUNWAY 25 WITH WINDS REPORTED 040 DEGREES AT 8 KNOTS. HE SAID HE COULD NOT RECEIVE WIND INFORMATION BECAUSE HE HAD INADVERTANTLY TURNED OFF HIS RADIO.

Brief of Accident (Continued)

File No. - 869

10/04/87

BIG BEAR CITY, CA

A/C Reg. No. N7368L

Time (Lc1) - 1000 PDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. RADIO COMMUNICATIONS - INADVERTENT DEACTIVATION - PILOT IN COMMAND
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - RUNWAY LIGHT
6. OBJECT - SIGN

-----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) 1,2,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 972 10/09/87 SAN JOSE, CA A/C Reg. No. N4085E Time (Lcl) - 1445 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
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 - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

REID HILLVIEW
Runway Ident - 31L
Runway Lth/Wid - 3099/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 335
Last 24 Hrs - 5
Make/Model- 204
Last 30 Days- 10
Instrument- 24
Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE LANDING ROLL HE WAS DISTRACTED AND LOOKED DOWNWARD. HE SAID THAT WHEN HE LOOKED BACK UP THE GROUND LOOP HAD STARTED AND IT WAS TOO LATE TO CORRECT IT. HE DID NOT REPORT ANY MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 972

10/09/87

SAN JOSE, CA

A/C Reg. No. N4085E

Time (Lc1) - 1445 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - RUNWAY

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 950 10/11/87 PORTERVILLE,CA A/C Reg. No. N4120F Time (Lcl) - 0830 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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

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-A45

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- UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

FRESNO,CA

Destination

PORTERVILLE,CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 37

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 107

Make/Model- 27

Instrument- 2

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 4

Last 90 Days- 76

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL DESCENT, THE ENGINE LOST ALL POWER. THE PILOT EXECUTED AN EMERGENCY DESCENT AND FORCE LANDED IN A FIELD. AN EXAMINATION OF THE AIRCRAFT WRECKAGE REVEALED THAT THERE WAS NO FUEL IN THE FUEL TANKS. DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT HE "RAN OUT OF GAS". THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 950

10/11/87

PORTERVILLE,CA

A/C Reg. No. N4120F

Time (Lc1) - 0830 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 814 4/15/87 ERIE,CO

A/C Reg. No. N84KG

Time (Lcl) - 1615 MDT

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

Fire
NONE

Crew
Pass

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

Make/Model - MAULE M-5-180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-360C1F
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 280/018 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLORADO SPRING,CO
Destination
ERIE,CO

Airport Proximity
ON AIRPORT

Airport Data

TRI-COUNTY
Runway Ident - 33
Runway Lth/Wid - 5280/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

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

Total	- 639	Last 24 Hrs	- UNK/NR
Make/Model-	221	Last 30 Days-	UNK/NR
Instrument-	69	Last 90 Days-	22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT HAD COMPLETED A LANDING FROM A BUSINESS FLT. ON LANDING ROLL A STRONG WIND GUST FROM THE LEFT CAUSED THE AIRCRAFT TO TURN LEFT. THE PLT ADDED FULL PWR AND THE ACFT DEPARTED THE RWY TO THE LEFT. THE ACFT WAS TURNED BACK TO THE RIGHT AND CROSSED THE RWY, DEPARTING THE RWY TO THE RIGHT. THE RIGHT MAIN GEAR STRUCK THE EDGE OF A CONCRETE TAXIWAY AND WAS DAMAGED. THE ACFT THEN SWERVED TO THE RIGHT AND THE LEFT MLG COLLAPSED.

Brief of Accident (Continued)

File No. - 814

4/15/87

ERIE,CO

A/C Reg. No. N84KG

Time (Lc1) - 1615 MDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - RUNWAY
 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) 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. - 813 4/18/87 ELLICOTT, CO A/C Reg. No. N64415 Time (Lcl) - 1105 MDT

-----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	1	0	0
Accident Occurred During -CLIMB			0	0	0

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

Make/Model - CESSNA 172 M	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<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- 180/010 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 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 ON AIRPORT</p> <p>Airport Data</p> <p>ELLICOTT</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5000/ 40</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 321</p> <p>Make/Model- 321</p> <p>Instrument- 24</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS EQUIPPED WITH HAND OPERATED RUDDER CONTROLS. THE PLT HAD AN ARTIFICIAL RT LEG. ON A PREVIOUS FLT THAT DAY THE PLT HAD ATTEMPTED TO SPIN THE ACFT BUT WAS UNSUCCESSFUL DUE TO LACK OF RUDDER TRAVEL WITH THE HAND-OPERATED CONTROLS. THE PLT WAS NOT FEELING WELL AFTER THE PREVIOUS FLT, WHEN HE RETURNED TO THE ARPT HE WAS REPORTEDLY "VERY WHITE". WITNESSES STATED THAT THE PLT DRANK SOME COFFEE AND THEN DEPARTED. THE ACFT WAS SEEN DOING TOUCH & GO LANDINGS. WITNESSES STATED THAT THE PLT PERFORMED SEVERAL TOUCH & GO LNDGS BEFORE THE ACFT. AFTER THE LAST TKOFF THE ACFT MADE A RT BANK TURN IN EXCESS OF 60 DEGREES AT ABOUT 150 FT AGL AND CRASHED. THE AUTOPSY REPORT REVEALED EVIDENCE OF PRE-EXISTING ATHEROSCLEROSIS AND 50 PERCENT OCCLUSION OF THE ANTERIOR DESCENDING CORONARY ARTERY.

Brief of Accident (Continued)

File No. - 813

4/18/87

ELLCOTT,CO

A/C Reg. No. N64415

Time (Lc1) - 1105 MDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, PHYSICAL IMPAIRMENT - PILOT IN COMMAND
3. TOUCH-AND-GO LANDING - PERFORMED - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 827 4/18/87 DENVER, CO

A/C Reg. No. N38886

Time (Lcl) - 1245 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	4

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

Make/Model - BELL 206L-3
Landing Gear - HIGH SKID
Max Gross Wt - 4150
No. of Seats - 7

Eng Make/Model - ALLISON 250-C30P
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 650 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- 220/017 KTS
Visibility - 65.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

STAPLETON INT'L AIRPORT
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,ATP
SE LAND,ME LAND
HELICOPTER

Age - 43

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - 206L-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5624	Last 24 Hrs	- 1
Make/Model	- 9	Last 30 Days	- UNK/NR
Instrument	- 829	Last 90 Days	- 17
Multi-Eng	- 1846	Rotorcraft	- 3611

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AN ATP PLT WAS CONDUCTING A SIGHT SEEING FLT OVER DENVER. THE PLT HAD 9 HOURS TOTAL TIME IN THIS MODEL HELICOPTER, 6 HOURS AS PIC. A HOVERING TAKEOFF WAS INITIATED TO THE NORTH WITH LEFT TURN TO THE WEST AFTER TAKEOFF. CURRENT WINDS WERE REPORTED FROM 220 DEGREES AT 17 KNOTS, GUSTING TO 27 KNOTS. THE DENSITY ALTITUDE WAS 7,600 FEET. THE PLT LANDED ON THE TAXIWAY FROM 25 TO 30 FEET ALTITUDE, WITH LOW ROTOR RPM WHICH RESULTED IN A HARD LANDING AND DAMAGE TO THE SKIDS AND THE LOWER CABIN AREA. A POST ACCIDENT INSPECTION WAS CONDUCTED BY AN A & P MECHANIC. NO ENGINE RUN WAS POSSIBLE BUT A COMPLETE PNEUMATIC, FUEL SYSTEM AND COMPRESSOR INSPECTION WAS PERFORMED AND NO EVIDENCE OF AN ENGINE MALFUNCTION/FAILURE WAS NOTED.

Brief of Accident (Continued)

File No. - 827

4/18/87

DENVER, CO

A/C Reg. No. N38886

Time (Lc1) - 1245 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. ADEQUATE ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. WEATHER CONDITION - HIGH DENSITY ALTITUDE

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) 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. - 849 4/21/87 LONGMONT, CO A/C Reg. No. N60282 Time (Lcl) - 1025 MDT

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

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

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

Make/Model - CESSNA 150J	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	ON AIRPORT
Method - N/A	ERIE, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LONGMONT
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 60
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 - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 23
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PLT WAS PRACTICING LANDINGS ON HER SECOND SUPERVISED SOLO TRAINING FLT. ON THE FIRST APPROACH, SHE FAILED TO FLARE PROPERLY AND HIT IN A THREE POINT ATTITUDE. THE NOSE GEAR COLLAPSED AND THE PROPELLER STRUCK THE RWY. THE ACFT SKIDDED ABOUT 25 FEET DOWN THE RWY AND CAME TO REST. A POST ACCIDENT FIRE IGNITED IMMEDIATELY AND CONSUMED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 849

4/21/87

LONGMONT, CO

A/C Reg. No. N60282

Time (Lc1) - 1025 MDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 866 4/21/87 CRAIG, CO A/C Reg. No. N3231P Time (Lcl) - 1635 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-23
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A3B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 308/005 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
SAME AS ACC/INC
Destination
RALEIGH DURHAM, NC

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 - 47
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL
Flight Time (Hours)

Total	- 108	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS WIFE WERE ON A CROSS COUNTRY FLT TO VISIT RELATIVES IN NORTH CAROLINA. SEVERAL WITNESSES OBSERVED THE AIRCRAFT DEPART CRAIG-MOFFET AIRPORT WITH THE ENGINE(S) RUNNING ROUGH AND USING ALMOST THE ENTIRE RUNWAY TO GET AIRBORNE. ONCE AIRBORNE THE AIRCRAFT FAILED TO GAIN ATTITUDE, STRUCK SOME TREES, AND CRASHED INTO AN IRRIGATION DITCH. POST ACCIDENT INSPECTION REVEALED A WORN ENGINE WITH DEFICIENT SPARK PLUGS.

Brief of Accident (Continued)

File No. - 866

4/21/87

CRAIG,CO

A/C Reg. No. N3231P

Time (Lcl) - 1635 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY - WORN
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. IGNITION SYSTEM, SPARK PLUG - FAILURE, TOTAL
 4. IGNITION SYSTEM, SPARK PLUG - FAILURE, PARTIAL
 5. MAINTENANCE, OVERHAUL - NOT PERFORMED - PILOT IN COMMAND
 6. MAINTENANCE, RECORDKEEPING - POOR - PILOT IN COMMAND
 7. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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

Finding(s)

8. OBJECT - TREE(S)
-

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

Finding(s)

9. TERRAIN CONDITION - HIGH VEGETATION
 10. TERRAIN CONDITION - DITCH
-

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

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

Factor(s) relating to this accident is/are finding(s) 5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 851 4/24/87 BOULDER, CO A/C Reg. No. N2005C Time (Lcl) - 2030 MDT

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

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

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

Make/Model - TAYLORCRAFT F21 TC	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOULDER, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 12000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 652
SE LAND	Months Since - 11	Make/Model- 60
	Aircraft Type - UNK/NR	Instrument- 61
		Multi-Eng - 8
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT INSTRUCTOR AND STUDENT PLT WERE PRACTICING NIGHT TOUCH AND GO LANDINGS. FLT INSTRUCTOR REDUCED ENGINE POWER TO IDLE AFTER TAKEOFF TO SIMULATE AN ENGINE FAILURE. HE BANKED THE ACFT "STEEPLY" TO THE LEFT AT A LOW ALTITUDE. THE ACFT STRUCK THE GROUND IN A WINGS LEVEL, NOSE LOW ATTITUDE. EXAM OF ACFT WRECKAGE REVEALED NO EVIDENCE OF A PRE-IMPACT MACHANICAL MALFUNCTION OR FAILURE OF THE ACFT. BOTH OCCUPANTS RECEIVED SERIOUS INJURIES.

Brief of Accident (Continued)

File No. - 851

4/24/87

BOULDER, CO

A/C Reg. No. N2005C

Time (Lcl) - 2030 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. MANEUVER - IMPROPER - PILOT IN COMMAND(CFI)
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
 4. EMERGENCY PROCEDURE - SIMULATED - 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 943 5/01/87 LAMAR, CO A/C Reg. No. N2335X Time (Lcl) - 1100 MDT

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

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

Make/Model	- PIPER PA-36-375	Eng Make/Model	- LYCOMING IO-720-D1CD	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 375 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	SAME AS ACC/INC
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 240/005 KTS	ATC/Airspace
Visibility	- 15.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- NONE

-----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	Current - YES	Total - 1690	Last 24 Hrs - 12
SE LAND	Months Since - 1	Make/Model - 1690	Last 30 Days - UNK/NR
	Aircraft Type - PA36	Instrument - 13	Last 90 Days - 66

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS ON TAKEOFF FROM A DIRT STRIP WITH A FULLY LOADED AG ACFT, FOR AN AERIAL APPLICATION FLT. AFTER LIFTING OFF PREMATURELY, THE ACFT SETTLED TO THE RWY. THE LEFT WING STRUCK A POST SKIDDING THE ACFT TO THE LEFT. AFTER CROSSING AN IRRIGATION DITCH, THE ACFT CAME TO REST IN A FIELD.

Brief of Accident (Continued)

File No. - 943

5/01/87

LAMAR,CO

A/C Reg. No. N2335X

Time (Lc1) - 1100 MDT

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - FENCE
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 917 5/08/87 ENGLEWOOD, CO A/C Reg. No. N1717 Time (Lcl) - 1830 MDT

-----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 - BEAUSOLEIL ACRO SPORT	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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- 080/005 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - 8000 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</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CENTENNIAL</p> <p>Runway Ident - 28</p> <p>Runway Lth/Wid - 4900/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 13</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 3504</p> <p style="padding-left: 40px;">Make/Model- 6</p> <p style="padding-left: 40px;">Instrument- 692</p> <p style="padding-left: 40px;">Multi-Eng - 2406</p> <p style="padding-left: 40px;">Last 24 Hrs - 1</p> <p style="padding-left: 40px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 40px;">Last 90 Days- 25</p> <p style="padding-left: 40px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS FLYING HIS EXPERIMENTAL ACRO SPORT 1 IN THE LOCAL AREA. AFTER ABOUT AN HOUR OF ACROBATIC PRACTICE, HE RETURNED FOR LANDING TO HIS HOME ARPT. THE PLT ACCEPTED RWY 28 DUE TO HEAVY TRAFFIC. THE WINDS WERE REPORTED AS 050 DEGREES AT 8 KNOTS, A QUARTERING TAILWIND. UPON TOUCHDOWN, THE ACFT TURNED LEFT AND THE PLT CORRECTED ALIGNMENT. DIRECTIONAL CONTROL WAS LOST AND THE ACFT DEPARTED THE RWY TO THE LEFT, INTO SOFT GROUND, AND NOSED OVER, COMING TO REST INVERTED.

Brief of Accident (Continued)

File No. - 917

5/08/87

ENGLEWOOD, CO

A/C Reg. No. N1717

Time (Lc1) - 1830 MDT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 895 5/13/87 GOLDEN, CO A/C Reg. No. N5JM Time (Lcl) - 1930 MDT

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

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

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

Make/Model - BRANTLY 305	Eng Make/Model - LYCOMING IVO-540-A1B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 305 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- VARIABLE/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HELICOPTER MORTON</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 20</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 10000</p> <p style="padding-left: 20px;">Make/Model- 485</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- 5</p> <p style="padding-left: 20px;">Rotorcraft - 485</p>
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Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE COMMERCIAL PLT WAS PERFORMING HOVER TESTS IN HIS EXPERIMENTAL HELICOPTER AT HIS PRIVATE HELIPAD, LOCATED 60 FEET FROM HIS RESIDENCE. THE PLT REPORTED WINDS AS VARIABLE GUSTING TO 40 KNOTS. THE PLT'S ATTENTION WAS DIVERTED AND A WIND GUST PUSHED THE HELICOPTER INTO THE PORCH. THE THREE MAIN ROTOR BLADES WERE SEVERED AT IMPACT. THE HELICOPTER PIVOTED TO THE LEFT AND SETTLED ON ITS NOSE AD LEFT SIDE IN SHRUBS.

Brief of Accident (Continued)

File No. - 895

5/13/87

GOLDEN,CO

A/C Reg. No. N5JM

Time (Lcl) - 1930 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation HOVER

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. OBJECT - RESIDENCE
-

-----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. - 987 5/23/87 BROOMFIELD, CO A/C Reg. No. N89834 Time (Lc1) - 1330 MDT

-----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	-TAXI					

-----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- 030/007 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - 7000 FT SCATTERED</p> <p>Lowest Ceiling - 12000 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;">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;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">JEFFCO</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - MACADAM</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - N/A</p> <p style="padding-left: 20px;">Months Since - N/A</p> <p style="padding-left: 20px;">Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 37</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 37</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 1</td> <td>Last 90 Days- 35</td> </tr> </table>	Total - 37	Last 24 Hrs - 3	Make/Model- 37	Last 30 Days- UNK/NR	Instrument- 1	Last 90 Days- 35
Total - 37	Last 24 Hrs - 3							
Make/Model- 37	Last 30 Days- UNK/NR							
Instrument- 1	Last 90 Days- 35							

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD FINISHED PRACTICING TOUCH AND GO LANDINGS ON AN UNSUPERVISED SOLO FLT. DURING TAXI TO PARKING, A GUST OF WIND LIFTED THE LEFT WING AND THE ACFT WAS PUSHED OFF THE TAXIWAY TO THE RIGHT. THE NOSE GEAR DROPPED OFF A CULVERT AND THE RIGHT MAIN GEAR WENT INTO A DITCH. THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 987

5/23/87

BROOMFIELD, CO

A/C Reg. No. N89834

Time (Lc1) - 1330 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

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. - 906 6/14/87 BROOMFIELD, CO A/C Reg. No. N4047H Time (Lcl) - 1136 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - MOONEY M20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-GB1
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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- 290/005 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 6000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

JEFFERSON COUNTY

Runway Ident - 29R

Runway Lth/Wid - 9000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 60

Biennial Flight Review

Current - YES

Months Since - 19

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 324 Last 24 Hrs - UNK/NR

Make/Model- 14 Last 30 Days- 5

Instrument- 46 Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG TAKEOFF, THE BAGGAGE DOOR (BD) CAME OPEN. TWR PSNL ADVISED THE PLT, BUT RECD NO DISCERNIBLE REPLY. AT APRX 100' AGL, THE ACFT PITCHED UP & ROLLED LEFT, THEN ENTERED A STEEP DSCNT & CRASHED APRX 500' LEFT OF THE RWY. EXCEPT FOR THE BD, NO PREIMPACT MECH PRBLM WAS FND. THE BD WAS FND SEPD FM THE FUSELAGE WITH THE EXTERNAL LEVER (EXT LVR) SEATED & LOCKED, BUT THE INTERNAL LEVER (INT LVR) WAS DISPLACED TWD THE OPEN PSN & THE PROTECTIVE COVER (CVR) FOR THE INT LVR WAS FND INSIDE THE ACFT. ALSO, THE INT LVR LOCK KNOB WAS MISSING 2 OF 4 LOCKING EARS. NORMALLY, THE BD IS TO BE OPENED & CLOSED BY USING THE EXT LVR & THE INT LVR IS INTENDED TO BE ACTUATED ONLY WHEN THE BD IS USED AS AN AUX (EMERGENCY) EXIT. HOWEVER, WITH THE CVR OFF, THE INT LVR WAS VULNERABLE TO POSSIBLE MOVEMENT BY UNWARRANTED PAX ACTIVITY, INTERFERENCE WITH REAR SHOULDER HARNESS, OR INADVERTENT CONTACT WITH BAGGAGE OR RECLINING REAR SEAT. THE FLT MANUAL DOES NOT ADDRESS THE POSSIBILITY OF THE BD COMING OPEN IN FLT. ALSO, THE INT LVR IS NOT LISTED AS AN ITEM ON THE PREFLT CHECKLIST.

Brief of Accident (Continued)

File No. - 906

6/14/87

BROOMFIELD,CO

A/C Reg. No. N4047H

Time (Lc1) - 1136 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR,CARGO - LOOSE
2. AIRCRAFT PREFLIGHT - INADEQUATE -
3. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - PRODUCTION/DESIGN PSNL
4. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN(STANDARD/REQUIREMENT),AIRCRAFT MANUALS - MANUFACTURER

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

Finding(s)

5. DOOR,CARGO - OPEN

Occurrence #3 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) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 916 7/03/87 PAGOSA SPRINGS,CO A/C Reg. No. N25655 Time (Lcl) - 0900 MDT

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

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

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

Make/Model - PIPER PA-38-112	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 - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	AZTEC,NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	COLORADO SPNGS,CO	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 419
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
GLIDER	Aircraft Type - UNK/NR	Make/Model- 27
		Instrument- 58
		Multi-Eng - 85
		Last 30 Days- UNK/NR
		Last 90 Days- 96
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT AND A FRIEND DEPARTED AZTEC, NEW MEXICO, WITH THE INTENTION OF FLYING OVER WOLF CREEK PASS EN ROUTE TO COLORADO SPRINGS, COLORADO. HE SAID THE ACFT WOULD NOT CLIMB OVER THE PASS AND THE ACFT COLLIDED WITH TREES IN MOUNTAINOUS TERRAIN. THE MANUFACTURERS PLT OP MANUAL INDICATED THAT THE ACFT HAD A ZERO CLIMB RATE FOR THE CONDITIONS REPORTED AT THE TIME OF THE ACCD AT THE ELEVATION OF THE PASS.

Brief of Accident (Continued)

File No. - 916

7/03/87

PAGOSA SPRINGS, CO

A/C Reg. No. N25655

Time (Lcl) - 0900 MDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - DOWNDRAFT
3. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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

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. - 940 9/25/87 COLORADO SPRGS,CO A/C Reg. No. N3006B Time (Lcl) - 0915 MDT

-----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	1	0
Pass	0	0	2	0

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

Make/Model - CESSNA 195
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 5

Eng Make/Model - JACOBS R-755-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 245 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- 070/005 KTS

Visibility - 65.0 SM

Lowest Sky/Clouds - 25000 FT

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

TAOS,NM

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

CTY OF COLORADO SPGS MUNI

Runway Ident - 12

Runway Lth/Wid - 8511/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 62

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - BC12

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2925

Make/Model- 150

Instrument- 2

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT AFTER HE LNDD TO PICK UP A PAX, HE ENGAGED THE CONTROL LOCK FM HABIT, BUT DID NOT SHUT DWN THE ENG. HE GOT CLNC TO TAXI BACK TO THE RWY & TAKEOFF, BUT "FORGOT TO RELEASE CONTROL LOCK." THE CESSNA 195 HAS A COMBINATION CONTROL LOCK AND PARKING BRAKE. WHEN ENGAGED, IT SETS THE BRAKES & LOCKED ONLY THE AILERONS & RUDDER. IT DID NOT LOCK THE ELEVATORS. HOWEVER, THE ELEVATOR SYS HAS A "DETENT" THAT WOULD HOLD THE CONTROL FULL FORWARD. SINCE THE ELEVATOR CONTROL WAS FULL FORWRD, THE TAIL OF THE ACFT CAME UP QUICKLY. THE PLT STATED THT "UPON REALIZING WHAT WAS HAPPENING, I TRIED TO UNLOCK CONTROL BUT WAS TOO LATE AND NOSE WENT INTO RUNWAY CAUSING FLIP-OVER." LATER, WHEN THE PLT WAS CONTACTED FOR CLARIFICATION, HE SAID HE HAD MOVED THE CONTROL INTO THE DETENT TO GET IT OUT OF HIS WAY. ALSO, HE SAID THAT DURING THE TAKEOFF ROLL, HE COULD HAVE PULLED THE CONTROL OUT OF THE DETENT "WITH A LITTLE EXTRA EFFORT," BUT "THINGS JUST HAPPENED TOO FAST."

Brief of Accident (Continued)

File No. - 940

9/25/87

COLORADO SPRGS, CO

A/C Reg. No. N3006B

Time (Lcl) - 0915 MDT

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

Finding(s)

1. FLIGHT CONTROL, ELEVATOR - MOVEMENT RESTRICTED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. HABIT INTERFERENCE - PILOT IN COMMAND
4. CONTROL INTERFERENCE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF

Finding(s)

5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - RUNWAY

-----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. - 930 2/02/87 WASHINGTON, CT A/C Reg. No. N757TZ Time (Lcl) - 1300 EDT

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

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

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

Make/Model - CESSNA 152C	Eng Make/Model - LYCOMING O-235	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWPORT, RI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WATERBURY, CT	
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - SNOW
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - SNOW - WET
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 41
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 41
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED NEWPORT STATE AIRPORT, NEWPORT, RHODE ISLAND ON A STUDENT SOLO CROSS COUNTRY ENROUTE TO WATERBURY, CONNECTICUT. WHILE OVER WASHINGTON, CONNECTICUT, THE AIRCRAFT BEGAN LOSING RPMs AND ALTITUDE. THE ACFT WAS SUBSTANTIALLY DAMAGED DURING THE ENSUING FORCED LNDG. A CHECK OF FUEL TANKS INDICATED THE RIGHT ONE WAS EMPTY AND THE LEFT ONE WAS APPROX 1/8TH FULL.

Brief of Accident (Continued)

File No. - 930

2/02/87

WASHINGTON, CT

A/C Reg. No. N757TZ

Time (Lcl) - 1300 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - STARVATION
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. 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) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 999 4/15/87 NEW MILFORD,CT A/C Reg. No. N377SW Time (Lcl) - 1955 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 1
ON GROUND Pass 1

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

Make/Model - BELLANCA 8KCAB
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 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- 140/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
WHITE PLAINS,NY

Airport Proximity
ON AIRPORT

Airport Data

CANDLELIGHT FARMS
Runway Ident - 15
Runway Lth/Wid - 2600/ 250
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND
HELICOPTER

Age - 40

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6484	Last 24 Hrs	- 3
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	366	Last 90 Days-	45
Multi-Eng	- 198	Rotorcraft	- 5440

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER TAKING OFF ON RUNWAY 16 AT THE CANDLELIGHT FARMS AIRPORT, THE FLIGHT REMAINED LOW OVER THE RUNWAY WHILE GAINING AIRSPEED. AS THE AIRCRAFT APPROACHED THE UPWIND END OF THE RUNWAY, WITNESSES OBSERVED IT ENTER A STEEP CLIMB THAT CONTINUED TO AN ESTIMATED HEIGHT OF 700 FEET ABOVE THE TERRAIN. AT THE TOP OF THE CLIMB, THE NOSE DROPPED AND THE AIRCRAFT ENTERED A DIVING SPIRAL THAT CONTINUED UNTIL IT IMPACTED THE TERRAIN ON THE AIRPORT NEAR THE UPWIND END OF THE RUNWAY. EXAM OF THE ACFT AND ENG DID NOT REVEAL ANY EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO THE ACFT COLLIDING WITH THE GROUND.

Brief of Accident (Continued)

File No. - 999

4/15/87

NEW MILFORD,CT

A/C Reg. No. N377SW

Time (Lc1) - 1955 EDT

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

Finding(s)

1. CLIMB - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. PROPER CLIMB RATE - EXCEEDED - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 920 3/28/87 GEORGETOWN,DE A/C Reg. No. N2221E Time (Lcl) - 0235 EST

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

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

-----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 - 6	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WILDWOOD,NJ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	GEORGETOWN,DE	GEORGETOWN SUSSEX COUNTY
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 100 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 300 FT BROKEN	Type Apch/Lndg - VOR/DME	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 57	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 6000
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS CLEARED FOR APPROACH WITH INSTRUCTIONS TO CLOSE FLT PLAN UPON LANDING. APRX THIRTY MIN LATER APPROACH CONTROL CALLED THE FSS AND ASKED IF THE PLT HAD BEEN IN CONTACT. THE REPLY WAS NEGATIVE. NO FURTHER ACTION WAS TAKEN BY APPROACH CONTROL. WRECKAGE WAS SPOTTED THE NEXT DAY ABOUT A MILE FROM THE ARPT AND LATER IDENTIFIED AS THE MISSING ACFT. THE PILOT DID NOT HAVE A VALID MEDICAL CERTIFICATE. EXAMINATION OF THE ACFT AND ENG DID NOT REVEAL ANY DISCREPANCIES.

Brief of Accident (Continued)

File No. - 920

3/28/87

GEORGETOWN, DE

A/C Reg. No. N2221E

Time (Lc1) - 0235 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - RAIN
5. LIGHT CONDITION - DARK NIGHT
6. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
8. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 802 2/21/87 ORLANDO, FL A/C Reg. No. N47EE Time (Lcl) - 1456 EST

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

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

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

Make/Model - BEECH A36TC	Eng Make/Model - CONTINENTAL TSIO-520-UB	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 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- 050/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 600 FT SCATTERED</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 SAME AS ACC/INC</p> <p>Destination MELBOURNE, FL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data ORLANDO EXECUTIVE</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 6000/ 150</p> <p>Runway Surface - WATER</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND</p>	<p>Age - 63</p> <p>Biennial Flight Review Current - YES Months Since - 12 Aircraft Type - B-36</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2000</p> <p>Make/Model- 278</p> <p>Instrument- 165</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 20</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE TAKEOFF ROLL, LGT COLORED SMOKE WAS SEEN TRAILING THE THE ACFT. THE PLT RPRTD THAT AT 100 TO 200 FT AGL, THE ENG LOST PARTIAL PWR. HE SAID HE CHECKED ALL CTLS & RAISED THE LNDG GEAR. WITNESSES RPRTD THAT AT ABOUT THAT TIME, HEAVY SMOKE BGN TRAILING THE ACFT & THE ENG BACKFIRED & QUIT. THE PLT SAID THE SAFETY PLT THEN TOOK CTL & ATMTD TO RETURN TO THE ARPT. AT ABOUT THAT TIME, THE ACFT STALLED, DSCNDD OUT OF CTL & CRASHED AT THE EDGE OF A LAKE. RSN FOR THE INITIAL PWR LOSS WAS NOT DETERMINED. THE ELEC BOOST PUMP WAS FND IN THE HI PSN AFTER THE ACDNT. THE FLT MANUAL WARNED THAT THE HI BOOST PUMP MUST NOT BE USED UNLESS THE ENG DRIVEN FUEL PUMP HAD FAILED; OTHERWISE, INCREASED PRESSURE FM THE HI BOOST PUMP WOULD RESULT IN ENG ROUGHNESS; IN SOME CASES, ENG COMBUSTION MAY CEASE. THE ENG OPERATED NORMALLY IN A TEST CELL AFTER THE ACDNT. WHEN ANOTHER ENG WAS TESTED, LOSS OF PWR OCCURRED 3 TO 5 SEC AFTER THE HI BOOST PUMP WAS ACTIVATED. ALSO, A CRACK WAS FND IN THE TURBOCHARGER INLET PIPE, BUT DUPLICATION OF THIS RESULTED IN ONLY A MINOR PWR LOSS.

Brief of Accident (Continued)

File No. - 802

2/21/87

ORLANDO, FL

A/C Reg. No. N47EE

Time (Lc1) - 1456 EST

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)

1. UNDETERMINED
 2. EXHAUST SYSTEM, MANIFOLD - CRACKED
-

Occurrence #2 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. FUEL BOOST PUMP SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. AIRSPEED - NOT MAINTAINED - OTHER CREW MEMBER
 6. STALL - INADVERTENT - OTHER CREW MEMBER
-

Occurrence #5 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) 3,4,5,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 993 6/10/87 MIAMI, FL A/C Reg. No. N51PJ Time (Lcl) - 0832 EDT

-----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	1

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

Fire
NONE

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

Make/Model - GRECO BRUNO DOLPHIN 1
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2500
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 900 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TAMiami
Runway Ident - 09L
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME 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	- 4700	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE ACFT STALLED DURING THE FLARE TO TOUCHDOWN, LANDED HARD, & COLLAPSED THE RT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 993

6/10/87

MIAMI, FL

A/C Reg. No. N51PJ

Time (Lc1) - 0832 EDT

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

Finding(s)
1. LEVEL OFF - IMPROPER - PILOT IN COMMAND

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

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 864 6/13/87 ST. CLOUD, FL A/C Reg. No. N6647S Time (Lcl) - 2015 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
DESTROYED
Fire NONE

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

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

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

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

ELT Installed/Activated - YES-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- 280/011 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

BIG SKY AIRPARK
Runway Ident - 05
Runway Lth/Wid - 1940 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 69

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	0
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENGINE RAN GOOD DURING THE RUN UP & ON HIS TAKEOFF ROLL THE ACFT ACCELERATED NORMALLY UNTIL HE REACHED 45 KNOTS, HE LOOKED DOWN AND NOTICED THAT THE CARBURETOR HEAT WAS ON & HE WASN'T GETTING ANY MORE POWER. REALIZING HE WAS GOING TO HIT THE FENCE, HE PULLED BACK ON THE STICK & GAVE THE ACFT FULL RIGHT AILERON, CLEARED THE FENCE, & CRASHED INTO A PASTURE. AN ATTEMPT WAS MADE TO RUN THE ENGINE IN FRONT OF THE FAA AT THE ACFT SALVAGE FACILITY. JUST AS THE ENGINE WAS BEING READIED TO START THE PILOT TOLD EVERYONE TO STOP & GET AWAY FROM HIS ACFT, WHICH WAS DONE. THEREFORE THE LOSS OF POWER WAS UNABLE TO BE DETERMINED DUE TO THE PILOTS REQUEST THAT NO ONE TOUCH HIS ACFT.

Brief of Accident (Continued)

File No. - 864

6/13/87

ST. CLOUD, FL

A/C Reg. No. N6647S

Time (Lcl) - 2015 EDT

Occurrence #1 . LOSS OF POWER

Phase of Operation TAKEOFF - INITIAL CLIMB

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - GROUND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 855 6/29/87 WEST PALM BEACH, FL A/C Reg. No. N8399K Time (Lcl) - 1910 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - STINSON 108-1

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2078

No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 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- 120/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1700 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

PALM BEACH COUNTY PARK

Runway Ident - 15

Runway Lth/Wid - 3485/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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 - 69

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4373

Make/Model- UNK/NR

Instrument- 0

Multi-Eng - 273

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN INSTRUCTIONAL FLT DURING THE LANDING ROLL THE ACFT BEGAN TO DRIFT TO THE RIGHT. THE STUDENT PLT CORRECTED THE DRIFT WITH LEFT RUDDER, HOWEVER HE THEN ADDED FULL POWER. THE ACFT THEN GROUND LOOPED TO THE LEFT, DURING WHICH THE RIGHT MAIN GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 855

6/29/87

WEST PALM BEACH, FL

A/C Reg. No. N8399K

Time (Lcl) - 1910 EDT

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

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND(CFI)
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 935 7/10/87 VERO BEACH, FL A/C Reg. No. N1440J Time (Lcl) - 1628 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

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

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

Make/Model - ROCKWELL INTERNATIONAL 112A Eng Make/Model - LYCOMING IO-360
Landing Gear - TRICYCLE-RETRACTABLE Number Engines - 1
Max Gross Wt - 2650 Engine Type - RECIP-FUEL INJECTED
No. of Seats - 4 Rated Power - 200 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- 090/011 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
SAME AS ACC/INC
Destination
OPA LOCKA, FL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NEW HIBISCUS
Runway Ident - 18
Runway Lth/Wid - 3300 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - 112A

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

Total	- 1615	Last 24 Hrs -	0
Make/Model-	1420	Last 30 Days-	UNK/NR
Instrument-	197	Last 90 Days-	90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKE-OFF, THE RT WING OF THE ACFT HIT THE GROUND ABOUT 1500 FT DOWN THE NORTH-SOUTH RWY. THE PLT STATED THAT THE ACFT WAS RT WING HEAVY AND OPPOSITE AILERON HAD NO EFFECT. SURFACE WINDS AT VERO BEACH, ABOUT 8 MILES EAST OF THE ACCIDENT SITE WERE 090 DEGS AT 11 KNTS. THE ACFT WAS TAKING OFF TO THE SOUTH AT THE TIME OF THE ACCIDENT. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF ANY PREIMPACT MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 935

7/10/87

VERO BEACH, FL

A/C Reg. No. N1440J

Time (Lcl) - 1628 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. AIRCRAFT HANDLING - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 934 7/14/87 HASTINGS, FL A/C Reg. No. N4647F Time (Lcl) - 1300 EDT

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	Airport Data
Method - N/A	Destination LOCAL	HASTINGS INTL
Completeness - N/A	ATC/Airspace	Runway Ident - 18
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 100
Wind Dir/Speed- 290/006 KTS	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Visibility - 6.0 SM	Type Apch/Lndg - NONE	Runway Status - WET
Lowest Sky/Clouds - 3000 FT SCATTERED		
Lowest Ceiling - UNK/NR		
Obstructions to Vision- HAZE		
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 - 1257
SE LAND, ME LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - 310	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 55
		Last 90 Days- 177
		Multi-Eng - 620

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE HAD JUST LIFTED FROM THE 2300 FT WET GRASS STRIP, WHERE HE ESTIMATED THE GRASS TO BE ABOUT 6 IN TO 1 FT HIGH, WHEN HE SUSTAINED A PARTIAL POWER LOSS. THE ACFT STRUCK AN EMBANKMENT AT THE END OF THE RWY & SHEARED THE GEAR. AIR TEMP IN THE AREA WAS 96 DEGS, THE ELEV 25 FT & THE WINDS LIGHT. THE PLT STATED HE WAS "NOT REAL COMFORTABLE" WITH THE CONDITIONS. A WITNESS STATED THE PLT DID NOT USE ALL THE RWY & OVERROTATED DRAGGING THE TAIL. THE PLT STATED HE USED FLAPS AS STATED IN FLT HANDBOOK. A POST CRASH EXAM OF THE TRAILING EDGE OF THE FLAPS REVEALED NO GROUND DAMAGE. THE ACFT'S ENGINE WAS TEST RUN SATISFACTORILY AFTER THE ACCIDENT & THE ENGINE PERFORMED WITHIN NORMAL LIMITS.

Brief of Accident (Continued)

File No. - 934

7/14/87

HASTINGS, FL

A/C Reg. No. N4647F

Time (Lc1) - 1300 EDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. PERFORMANCE DATA - IMPROPER USE OF - PILOT IN COMMAND
 4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
 5. TERRAIN CONDITION - HIGH VEGETATION
 6. WEATHER CONDITION - TEMPERATURE EXTREMES
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 996 7/24/87 MIAMI, FL A/C Reg. No. LVOPA Time (Lcl) - 2300 EDT

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

Type Operating Certificate-OTHER LARGE AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew 0	0	0	3
Flight Conducted Under	-14 CFR 129	NONE	Pass 0	0	0	115
Accident Occurred During -TAXI						

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

Make/Model - BOEING 747-287B	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 775000	Engine Type - TURBOFAN	
No. of Seats - UNK/NR	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- 120/008 KTS</p> <p>Visibility - 7.0 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point NEW YORK, NY</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MIAMI INTERNATIONAL</p> <p>Runway Ident - 09R</p> <p>Runway Lth/Wid - 13000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - UNK/NR
ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - 747	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-----

DURING LNDG THE ENTIRE LENGTH OF THE RWY WAS USED DUE TO AN INOP NO 2 ENG REVERSER. ONLY BRAKES WERE USED TO SLOW DOWN THE ACFT AND TAXI TO THE GATE. THE PLT STATED THAT HE HAD ARRIVED AT THE GATE, SET THE PARKING BRAKE, AND WAS NOTIFIED THAT THE WHEEL CHOCKS HAD BEEN PLACED IN FRONT OF THE NOSE WHEEL TIRE. JUST AFTER THIS WAS DONE, A GROUND CREWMAN SAID TO THE CAPTAIN, "STOP STOP YOU ARE ROLLING FORWARD." AT THIS TIME, THE CAPTAIN PUT ON THE BRAKES, BUT BEFORE THE AIRCRAFT CAME TO A COMPLETE STOP, IT HAD CONTACTED THE JETWAY CAUSING SUBSTANTIAL DAMAGE TO 2 OF THE TOP INBOARD WING PANELS. THE ACFT WAS REGISTERED TO AEROLINEAS ARGENTINAS AND THE CPT HAD AN ARGENTINE PLT CERTIFICATE.

Brief of Accident (Continued)

File No. - 996

7/24/87

MIAMI, FL

A/C Reg. No. LVOPA

Time (Lcl) - 2300 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE
3. LANDING GEAR,PARKING BRAKE - INADEQUATE

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 995 8/20/87 HIGHLAND BEACH, FL A/C Reg. No. N1591M Time (Lcl) - 1605 EDT

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

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

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

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470S	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	KEY WEST, FL	
Completeness - PARTIAL, LMTD BY FCSTR	Destination	Airport Data
Basic Weather - VMC	WEST PALM BEACH, FL	
Wind Dir/Speed- 130/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 530
SE LAND	Months Since - 4	Make/Model- 400
	Aircraft Type - C-182	Instrument- 18
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THEY WERE AT 1000 FT APRX 2 MILES OFF SHORE EN ROUTE TO PALM BEACH INTERNATIONAL WHEN THE ENGINE LOST POWER & THEY DITCHED THE ACFT IN THE OCEAN ABOUT 40 FT OFF THE BEACH. THE SALVAGE PERSONNEL STATED THAT THE LEFT WING CONTAINED APRX 10 -15 GALLONS OF FUEL & THE RIGHT WING CONTAINED ABOUT 5-10 GALLONS OF FUEL AT THE TIME THE AIRCRAFT WAS RECOVERED. POST CRASH EXAMINATION OF THE ENGINE & FUEL SYSTEM REVEALED NO EVIDENCE TO SUGGEST A PRE-IMPACT FAILURE OR MALFUNCTION. THE ACFT WAS OPERATING AT A TEMPERATURE AND DEWPOINT THAT IN REFERENCE TO PERFORMANCE CHARTS IS CONDUCIVE TO VISIBLE CARBURETOR ICING AT GLIDE AND CRUISE POWER.

Brief of Accident (Continued)

File No. - 995

8/20/87

HIGHLAND BEACH, FL

A/C Reg. No. N1591M

Time (Lcl) - 1605 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH

-----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. - 938 2/13/87 BUFORD, GA A/C Reg. No. N3782B Time (Lcl) - 1540 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-BIA
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 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- 280/005 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
GAINESVILLE, GA
Destination
CUMMING, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

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

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2360
Make/Model- 59
Instrument- 2
Multi-Eng - 17
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 59

Instrument Rating(s) - NONE

-----Narrative-----

THE HELICOPTER WAS OBSERVED TO SLOW DOWN OVER THE PARKING LOT THEN CONTINUED OUT OVER THE LAKE. A PUFF OF SMOKE WAS OBSERVED AROUND THE REAR OF THE ENGINE AREA AND THE HELICOPTER FISHTAILED AS IT ALMOST CAME TO A STOP THEN DROPPED INTO THE WATER NOSE FIRST. IT SANK ALMOST IMMEDIATELY. EXAMINATION OF THE AIRCRAFT REVEALED A HOLE IN THE CRANKCASE. THE FRACTURE SURFACES INDICATED AN INTERNAL TO EXTERNAL PUCTION. FURTHER EXAMINATION REVEALED A FATIGUE FAILURE OF A ROD CAP BOLT AND SUBSEQUENT SEPARATION OF THE ROD FROM THE CRANKSHAFT. EXTENSIVE DAMAGE TO THE INTERNAL COMPONENTS OF THE ENGINE WAS OBSERVED. THE PILOT WAS A LOW TIME HELICOPTER PILOT WHO COULD NOT SWIM AND WAS AFRAID OF THE WATER.

Brief of Accident (Continued)

File No. - 938

2/13/87

BUFORD,GA

A/C Reg. No. N3782B

Time (Lcl) - 1540 EST

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

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. ENGINE ASSEMBLY - FAILURE,TOTAL
3. ENGINE ASSEMBLY,CONNECTING ROD - DISCONNECTED
4. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT - OTHER MAINTENANCE PSNL
6. INADEQUATE SUBSTANTIATION PROCESS,INADEQUATE METHOD OF COMPLIANCE DTRMTN RCRDKPNG - FAA(ORGANIZATION)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

8. AUTOROTATION - DELAYED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - WATER,GLASSY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 926 3/21/87 STOCKBRIDGE,GA A/C Reg. No. N14QP Time (Lcl) - 1730 EST

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

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

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

Make/Model - BARLOW QUICKIE 2	Eng Make/Model - REVMaster R-2100-DQ	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - UNK/NR	

-----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	BERRY HILL
Wind Dir/Speed- 300/013 KTS	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 40
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	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)
ATP	Current - YES	Total - 2903
SE LAND,ME LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 170
		Last 30 Days- UNK/NR
		Instrument- 241
		Last 90 Days- 26
		Multi-Eng - 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOMEBUILT Q-2 WAS ON FINAL APPROACH WHEN IT IMPACTED THE TREES ABOUT 300 FEET SHORT OF THE TOUCHDOWN POINT. THERE WERE NO WITNESSES AND THE PILOT HAS NO MEMORY OF THE ACCIDENT. HE REPORTED THAT HE DOES NOT RECALL ANY PROBLEM WITH THE AIRCRAFT EXCEPT THE NOSE HIGH ATTITUDE DURING THE APPROACH.

Brief of Accident (Continued)

File No. - 926

3/21/87

STOCKBRIDGE, GA

A/C Reg. No. N14QP

Time (Lcl) - 1730 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----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. - 913 4/03/87 RHINE,GA

A/C Reg. No. N47887

Time (Lcl) - 1027 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 1
NONE Pass 0

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

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 200/005 KTS
Visibility - 2.250 SM
Lowest Sky/Clouds - 400 FT SCATTERED
Lowest Ceiling - 3800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DAYTONA BEACH,FL
Destination
MEMPHIS,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 57

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 1650	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENTED RATED PLT CONTINUED INTO AN AREA OF KNOWN WX CONDITIONS. THE LEFT WING SEPARATED IN FLIGHT. FAILURE OF IT WAS TYPICAL OF OVERLOAD FRACTURES. THE WRECKAGE WAS SCATTERED OVER AN AREA ABOUT 3500 FEET LONG AND 200 FEET WIDE.

Brief of Accident (Continued)

File No. - 913

4/03/87

RHINE,GA

A/C Reg. No. N47887

Time (Lc1) - 1027 EST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - ICING CONDITIONS
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT

Finding(s)

6. WING - FAILURE,PARTIAL
7. WING - OVERLOAD
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - WET

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,8

Factor(s) relating to this accident is/are finding(s) 1,2,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 961 4/22/87 LEESBURG,GA

A/C Reg. No. N478MP

Time (Lcl) - 0200 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - BEECH D-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 3

Eng Make/Model - CONTINENTAL IO-520C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
TALLAHASSEE,FL
Destination
GRIFFIN,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - D-55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3000	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A RETURN FLIGHT AT NIGHT, THE AIRCRAFT CRASHED IN AN OPEN FIELD. THE AIRCRAFT IMPACTED THE GROUND IN A NOSE LOW ATTITUDE. THE IMPACT DISPLACED THE WING ASSEMBLY REARWARD PERPENDICULARLY THROUGH THE REAR SPAR ASSEMBLY. BOTH ENGINE AND PROPELLER ASSEMBLIES WERE BURIED IN THE GROUND ABOUT THREE FEET. THE INVESTIGATION FAILED TO INDICATE ANY AIRCRAFT PROBLEMS. THE PILOT WAS IN THE PROCESS OF SURRENDERING HIS PILOT CERTIFICATE FOR A PREVIOUS AVIATION VIOLATION. THE PILOT'S STATE DRIVERS LICENSE WAS ALSO SUSPENDED FOR A MOVING TRAFFIC VIOLATION. RECORDS INDICATED HE HAD RECEIVED 17 MOVING TRAFFIC VIOLATIONS SINCE 1975.

Brief of Accident (Continued)

File No. - 961

4/22/87

LEESBURG,GA

A/C Reg. No. N478MP

Time (Lcl) - 0200 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
 4. TERRAIN CONDITION - GROUND
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 924 5/25/87 DAHLONEGA,GA A/C Reg. No. N704YK Time (Lcl) - 2200 EDT

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

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

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

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200	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	DAHLONEGA,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LUMPKIN COUNTY WIMPYS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 33
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - UNK/NR		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 766
SE LAND,ME LAND	Months Since - 3	Make/Model- 250
GLIDER	Aircraft Type - 150M	Instrument- 69
		Multi-Eng - 50
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT IMPACTED TREES AND A HILLSIDE SHORTLY AFTER A NIGHT TAKEOFF FROM RWY 33 WHILE THE CFI WAS FLYING THE ACFT FROM THE RT SEAT. THE CFI REPORTED THAT HE INTENDED TO FLY THE PATTERN TO DEMONSTRATE A LDG TO HIS STUDENT. DURING INITIAL CLIMB, HE LOST SIGHT OF THE TERRAIN AHEAD OF THE ACFT AND SUBSEQUENTLY FLEW A HDG OF 300 DEGREES USING THE DG. THE ACFT SUBSEQUENTLY HIT TREES AND CAME TO REST NOSE-DOWN ON A HILL ABOUT 1/2 MILE DUE NORTH OF THE ARPT. THE CFI REPORTED THAT HE KNEW THE DG HAD A TENDENCY TO PRECESS EXCESSIVELY AND THAT HE HAD RESET IT PRIOR TO TAKEOFF. POST-CRASH TESTING OF THE DG REVEALED THAT IT FAILED TO OPERATE WITHIN MFR SPECS. TOTAL REPORTED OPERATING TIME ON THE UNIT SINCE NEW WAS 1460 HRS. THE ARPT WAS OBSERVED TO BE EQUIPPED WITH LIGHTS ALONG ONLY THE FIRST 1000 FT OF THE RWY. THE CFI REPORTED THAT IT WAS ACCEPTED LOCAL PRACTICE TO DEPART ONLY ON RWY 15 AT NIGHT DUE TO THE LACK OF VISUAL CUES IN THE HILLY TERRAIN TO THE NORTH OF THE ARPT.

Brief of Accident (Continued)

File No. - 924

5/25/87

DAHLONEGA,GA

A/C Reg. No. N704YK

Time (Lc1) - 2200 EDT

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

Finding(s)

1. OBJECT - TREE(S)
2. LIGHT CONDITION - DARK NIGHT
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND(CFI)
4. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND(CFI)
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND(CFI)
6. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - UNMARKED
7. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - FALSE INDICATION
8. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
9. IMPROPER USE OF EQUIPMENT/AIRCRAFT,SPATIAL DISORIENTATION - PILOT IN COMMAND(CFI)

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,8,9

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 976 6/05/87 ATLANTA,GA A/C Reg. No. N917FE Time (Lcl) - 0644 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MOUNTAIN AIR CARGO	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-TAXI		Other	0	0	0	0	2

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

Make/Model	- CESSNA 208B	Eng Make/Model	- P & W PT6A-114	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8750	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 600 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	ALBANY,GA		WMS B HARTSFIELD ATL.INTL	
Wind Dir/Speed	- 040/010 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAWN				

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - 17000	Last 24 Hrs - 2
SE LAND,ME LAND	Months Since - 3	Make/Model- 120	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 1150	Last 90 Days- 140
		Multi-Eng - 10000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT COLLIDED ON A RAMP WHILE EACH WAS TAXIING TO RWY 8L FOR T/O. BOTH ACFT WERE AUTHORIZED BY ATC TO TAXI TO THE RWY; THE CESSNA WAS INSTRUCTED BY ATC TO FOLLOW THE BEECH. THE TWO ACFT WERE HDG IN THE SAME GENERAL DIRECTION ON CONVERGING PATHS WHEN THEY COLLIDED; THE RIGHT-REAR SIDE OF THE CESSNA FUSELAGE STRUCK THE BEECH LEFT-WING TIP. EXAMINATION OF THE IMPACT DAMAGE INDICATED THAT THE CESSNA WAS OVERTAKING THE BEECH WHEN THE COLLISION OCCURRED. THE BEECH PLT REPORTED SEEING THE CESSNA OVERTAKING HIM AT A HIGH RATE OF SPEED MOMENTS BEFORE THE COLLISION. THE CESSNA PLT REPORTED THAT HE NEVER SAW THE BEECH PRIOR TO IMPACT. THE CESSNA WAS CONFIGURED FOR CARGO-CARRYING AND HAD NO WINDOWS INSTALLED AFT OF THE COCKPIT.

Brief of Accident (Continued)

File No. - 976

6/05/87

ATLANTA,GA

A/C Reg. No. N917FE

Time (Lcl) - 0644 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. INSTRUCTIONS,WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 976 6/05/87 ATLANTA,GA A/C Reg. No. N1653W Time (Lcl) - 0644 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NEW CREATIONS,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	1
Accident Occurred During	-TAXI		Other	0	0	0	1

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

Make/Model	- BEECH 58	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 285 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	WMS.B HARTSFIELD ATL INTL	
Wind Dir/Speed	- 040/010 KTS	Runway Ident	- UNK/NR
Visibility	- 7.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 25000 FT SCATTERED	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAWN		

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

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 2430
SE LAND,ME LAND	Months Since	- 1	Make/Model- 289
	Aircraft Type	- 58	Instrument- 297
			Multi-Eng - 657
			Last 24 Hrs - 5
			Last 30 Days- UNK/NR
			Last 90 Days- 282

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT COLLIDED ON A RAMP WHILE EACH WAS TAXIING TO RWY 8L FOR T/O. BOTH ACFT WERE AUTHORIZED BY ATC TO TAXI TO THE RWY; THE CESSNA WAS INSTRUCTED BY ATC TO FOLLOW THE BEECH. THE TWO ACFT WERE HDG IN THE SAME GENERAL DIRECTION ON CONVERGING PATHS WHEN THEY COLLIDED; THE RIGHT-REAR SIDE OF THE CESSNA FUSELAGE STRUCK THE BEECH LEFT-WING TIP. EXAMINATION OF THE IMPACT DAMAGE INDICATED THAT THE CESSNA WAS OVERTAKING THE BEECH WHEN THE COLLISION OCCURRED. THE BEECH PLT REPORTED SEEING THE CESSNA OVERTAKING HIM AT A HIGH RATE OF SPEED MOMENTS BEFORE THE COLLISION. THE CESSNA PLT REPORTED THAT HE NEVER SAW THE BEECH PRIOR TO IMPACT. THE CESSNA WAS CONFIGURED FOR CARGO-CARRYING AND HAD NO WINDOWS INSTALLED AFT OF THE COCKPIT.

Brief of Accident (Continued)

File No. - 976

6/05/87

ATLANTA,GA

A/C Reg. No. N1653W

Time (Lcl) - 0644 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND

2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----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. - 831 7/05/87 ST MARYS,GA

A/C Reg. No. N6165P

Time (Lcl) - 0100 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
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1A5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 4.000 SM
Lowest Sky/Clouds - 12000 FT
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

PRECAUTIONARY LANDING

Airport Proximity
ON AIRPORT

Airport Data

ST MARYS
Runway Ident - 04
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 20
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 - 79 Last 24 Hrs - 2
Make/Model- 2 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RETURNING FM A LOCAL NGT FLT, THE ACFT WAS LNDD GEAR UP WHEN THE LNDG GEAR DID NOT EXTEND. THE ACFT BGN BURNING AFTER IT CAME TO REST. IT WAS EXTENSIVELY DAMAGED BY FIRE & THE CAUSE OF THE GEAR MALFUNCTION WAS NOT DETERMINED. LOCAL POLICE, WHO RESPONDED TO THE ACCIDENT, NOTED "AN ODOR, COMMONLY ASSOCIATED WITH ALCOHOLIC BEVERAGES" COMING FM THE PLT. HE WAS REMINDED OF THE GEORGIA IMPLIED CONSENT WARNING, BUT REFUSED TO PROVIDE A BLOOD SAMPLE FOR THE POLICE TO USE FOR A TOXICOLOGY TEST. AN INVESTIGATION REVEALED THE PLT HAD ONLY A STUDENT LICENSE & HAD TAKEN THE ACFT WITHOUT THE OWNER'S PERMISSION. THE OWNER WAS AN ASSOCIATE OF THE PLT'S UNCLE. ONE OF THE PASSENGERS STATED THAT HE & THE PLT HAD BEEN "DRINKING" & THEY DECIDED TO GO FLYING WITH 2 OTHER PERSONS. HE NOTED THAT WHEN THE GEAR DID NOT EXTEND, HE SAW A RED HANDLE THAT SAID "EMERGENCY GEAR DOWN." HE STATED "I STARTED TO MESS WITH IT, BUT IT DID NOT DO ANY GOOD." THE PLT STATED THE GEAR DID NOT EXTEND BY USING EITHER THE NORMAL OR MANUAL SYS. HE RPRTD ONLY 2 HRS FLT TIME IN PA-24 ACFT.

Brief of Accident (Continued)

File No. - 831

7/05/87

ST MARYS,GA

A/C Reg. No. N6165P

Time (Lcl) - 0100 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation APPROACH

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. QUALIFICATION - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE
5. LANDING GEAR - UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
8. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
9. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
10. WHEELS UP LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,7,8

Factor(s) relating to this accident is/are finding(s) 3,6,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 860 7/18/87 WARM SPRINGS, GA A/C Reg. No. N169DP Time (Lcl) - 1350 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 182A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470L
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 120/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ROOSEVELT MEMORIAL
Runway Ident - 17
Runway Lth/Wid - 3000/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 274
Make/Model- 10
Instrument- 53
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC DPTD, INTENDING TO FLY 0.5 HOURS ON TACH. ACFT HAD 11 GALS OF FUEL, 5 IN LEFT TANK & 6 IN RIGHT TANK. PIC MADE LEFT CLIMBING SPIRAL TO 9000 FEET AND MANEUVERED IN LEFT TURN AROUND AIRPORT. ON A LONG STRAIGHT IN, FINAL APPCH ENG QUIT AT ABOUT 500 FEET AGL. ACFT HIT TREES SHORT OF RWY, STALLED, & HIT GROUND IN NOSE LOW ATTITUDE. FUEL SELECTOR LEFT IN BOTH POSITION DURING FLT. AFTER CRASH RIGHT FUEL TANK WAS DRY & LEFT TANK HAD 5 GAL. OWNERS MANUAL NOTES THAT UNEQUAL FUEL CONSUMPTION MAY OCCUR IF WINGS ARE NOT LEVEL.

Brief of Accident (Continued)

File No. - 860

7/18/87

WARM SPRINGS, GA

A/C Reg. No. N169DP

Time (Lc1) - 1350 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 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. - 853 10/10/87 CUMMING, GA A/C Reg. No. N18167 Time (Lcl) - 1115 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 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- 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
SAME AS ACC/INC
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MATHIS
Runway Ident - 21
Runway Lth/Wid - 1550/ 20
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 63
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 39	Last 24 Hrs -	1
Make/Model-	39	Last 30 Days-	4
Instrument-	0	Last 90 Days-	39

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ATTEMPTING TO LAND ON THE 1550 FOOT RUNWAY. THE AIRCRAFT TOUCHED DOWN HARD AND BOUNCED. THE PILOT PUSHED FORWARD ON THE CONTROL COLUMN AND THE AIRCRAFT CAME DOWN ON THE NOSE GEAR WHICH COLLAPSED.

Brief of Accident (Continued)

File No. - 853 10/10/87 CUMMING, GA

A/C Reg. No. N18167

Time (Lcl) - 1115 EDT

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

Finding(s)
1. FLARE - NOT ATTAINED - PILOT IN COMMAND

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

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

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

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

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. - 820 3/07/87 KAHULUI, HI A/C Reg. No. N6353F Time (Lcl) - 1705 HST

-----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	2

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

Make/Model	- CESSNA 172C	Eng Make/Model	- LYCOMING O-320-H2AD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/008 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HONOLULU, HI</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - HIGH VEGETATION</p>
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-----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 - 28</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - B-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2394</p> <p>Make/Model- 2</p> <p>Instrument- 100</p> <p>Multi-Eng - 496</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 4</p> <p>Last 90 Days- 49</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH TREES WHILE MANUEVERING IN MOUNTAINOUS TERRAIN. THE PLT HAD PLANNED A LOCAL FLIGHT FROM HONOLULU TO MAUI AND RETURN. ONCE OVER THE ISLAND OF MAUI, THE PLT NOTIFIED THE FSS THAT HE WAS CHANGING HIS ROUTE AND WOULD BE PASSING THROUGH THE ISLAND'S CENTRAL VALLEY FROM N TO S. AFTER TALKING TO THE FSS HE DECIDED TO OVERFLY A 10,000 FT MOUNTAIN TO SHORTEN HIS ROUTE. AS HE APPROACHED THE MOUNTAIN HE REALIZED THE TERRAIN WAS RISING FASTER THAN THE ACFT'S CLIMB. THE PLT TURNED LEFT TO AVOID A COLLISION WITH THE TERRAIN AND THE ACFT LANDING GEAR STRUCK A TREE AT THE 4,500 FT LEVEL. THE ACFT AIRSPEED WAS APRX 55 KTS WHILE IN A 15 TO 20 BANK. THE PLT ELECTED TO LAND IN THE TREES. THE ACFT SYSTEMS WERE EXAMINED AND THE FOLLOWING DEFICIENCIES WERE NOTED; THE NO. 3 LEAD ON THE LEFT HAND MAGNETO WAS CUT, THE CAMSHAFT LOBES WERE EXTREMELY WORN, AND ALL LIFTER FACES EXTREMELY PITTED.

Brief of Accident (Continued)

File No. - 820

3/07/87

KAHULUI, HI

A/C Reg. No. N6353F

Time (Lcl) - 1705 HST

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

Finding(s)

1. OBJECT - TREE(S)
2. ENGINE ASSEMBLY, CAMSHAFT - WORN
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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)

5. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 898 6/06/87 HUELO, HI A/C Reg. No. N10566 Time (Lcl) - 0926 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	1

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 4000 FT BROKEN
Obstructions to Vision- SMOKE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KAHULUI, HI
Destination
HANA, HI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
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)
COMMERCIAL, ATP, CFI
SE LAND, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3840
Make/Model - 540
Instrument - 250
Multi-Eng - 2300
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE SIGHTSEEING FLIGHT, THE ENGINE LOST POWER AND EVENTUALLY QUIT. THE PLT INITIATED AN EMERGENCY LANDING IN A PINEAPPLE FIELD WHERE THE ACFT COLLIDED WITH THE TERRAIN AND NOSED OVER. THE ACFT WAS FOUND TO HAVE APRX HALF A GALLON OF FUEL IN THE ENTIRE FUEL SYSTEM. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED DURING AN ENGINE RUN AFTER THE ACCIDENT. THE PLT STATED AFTER THE ACC THAT HE ESTIMATED FROM TANK OBSERCATION THAT THE ACFT CONTAINED ABOUT 10 GALS OF FUEL. THE PLTS HANDBOOK STATES THAT 3.5 GALS ARE UNUSABLE. THE PLT NOTED ON PREFLT THAT THE LEFT FUEL GAUGE READ FULL AND THE RT READ EMPTY. AN FAA INSPECTOR NOTED AFTER THE ACC THAT FUEL WAS RUNNING OUT OF THE LEFT FUEL VENT. THE WING SHOWED EVIDENCE OF IN FLT LEAKAGE. THE ACFT HAD A HISTORY OF A FUEL VENT LEAK. THE ACFT FLEW APRX 3/4 OF AN HOUR ON THE ACC FLT.

Brief of Accident (Continued)

File No. - 898

6/06/87

HUELO, HI

A/C Reg. No. N10566

Time (Lc1) - 0926 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. FUEL SYSTEM, VENT - LEAK
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
5. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
6. MAINTENANCE, SERVICE OF AIRCRAFT - POOR - FBO PERSONNEL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - CROP

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 817 6/06/87 MEDIAPOLIS,IA A/C Reg. No. N8803S Time (Lcl) - 1930 CDT

-----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 0

Flight Conducted Under -14 CFR 137

NONE Pass 0

Accident Occurred During -TAKEOFF

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

Make/Model - EAGLE DW-1

Eng Make/Model - LYCOMING IO-540-M1B5D

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 5400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 200/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 36

Runway Lth/Wid - UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Age - 23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 517

Last 24 Hrs - 4

SE LAND

Months Since - 10

Make/Model- 140

Last 30 Days- 58

Aircraft Type - DW-1

Instrument- UNK/NR

Last 90 Days- 114

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC ATTEMPTED TO DEPART DOWNWIND ON A RURAL FARM LANDING STRIP DURING AN AERIAL APPLICATION OPERATION. THE ACFT FAILED TO ATTAIN FLYING SPEED AND THE ACFT STRUCK A FENCE AND DITCH BEYOND THE AIRPORT BOUNDARY.

Brief of Accident (Continued)

File No. - 817

6/06/87

MEDIAPOLIS, IA

A/C Reg. No. N8803S

Time (Lcl) - 1930 CDT

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

Finding(s)

1. OBJECT - FENCE
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 5. TERRAIN CONDITION - DITCH
-

----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. - 862 6/07/87 SPENCER,IA A/C Reg. No. N1931D Time (Lcl) - 1700 CDT

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

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

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

Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E225-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BARABOO,WI	
Method - N/A	Destination SPENDER,IA	Airport Data SPENCER
Completeness - N/A		Runway Ident - 30
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Wind Dir/Speed- 270/012 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 5000 FT SCATTERED	Type Apch/Lndg - FULL STOP	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 491
SE LAND	Months Since - 24	Last 24 Hrs - 6
	Aircraft Type - B-35	Make/Model- 396
		Instrument- 31
		Last 30 Days- 13
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING LDG, PIC FAILED TO MAINTAIN DIRECTIONAL CONTROL AND SWERVED OFF THE RWY. LDG GEAR COLLAPSED AND ACFT WAS SUBSTANTIALLY DAMAGED. WITNESSES SAID PLT AND PAX WERE BEHAVING IRRATIONALLY PRIOR TO LVF DEPARTURE APT. PIC LEFT THE SCENE OF ACCIDENT AND TWO DAYS TRANSPIRED BEFORE AUTHORITIES WERE NOTIFIED. THE PLT AND PAX WERE ARRESTED THE FOLLOWING WEEK FOR POSSESSION OF DRUG PARAPHENALIA AND DRUGS. AT THE TIME OF ARREST THE POLICE REPORTED THEY APPEARED TO BE UNDER THE INFLUENCE OF DRUGS. THE PLT ADMITTED HE WAS A DRUG USER.

Brief of Accident (Continued)

File No. - 862

6/07/87

SPENCER,IA

A/C Reg. No. N1931D

Time (Lcl) - 1700 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
-

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 842 6/23/87 VIOLA, ID A/C Reg. No. N5285 Time (Lcl) - 1900 MDT

-----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	0	1	0

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P & W R-985-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 - 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	VIOLA, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LEBOLD AIRSTRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 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 - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND	Months Since - 11	Make/Model- 2500
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 178

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATIONS MANEUVER A TOTAL LOSS OF POWER OCCURRED DUE TO THE INTERNAL FAILURE OF THE SUPERCHARGER IMPELLER. DURING THE FORCED LANDING THE LEFT MAIN GEAR COLLAPSED CAUSING THE AIRCRAFT TO NOSE OVER INVERTED.

Brief of Accident (Continued)

File No. - 842

6/23/87

VIOLA, ID

A/C Reg. No. N5285

Time (Lcl) - 1900 MDT

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

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. LANDING GEAR,MAIN GEAR - OVERLOAD

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 839 7/02/87 HOMEDALE, ID A/C Reg. No. N2625Q Time (Lcl) - 1900 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire NONE

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

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

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
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
GATES, OR
Destination
OWYHEE, OR

ATC/Airspace

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

Airport Proximity
ON AIRSTIP

Airport Data

OWYHEE RESERVOIR
Runway Ident - 32
Runway Lth/Wid - 1840/ 15
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 46

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 212	Last 24 Hrs	- UNK/NR
Make/Model-	158	Last 30 Days-	UNK/NR
Instrument-	12	Last 90 Days-	55

Instrument Rating(s) - NONE

-----Narrative-----

A HARD, FLAT, BOUNCED LANDING OCCURRED COLLAPSING THE NOSE GEAR AND DAMAGING THE FIREWALL.

Brief of Accident (Continued)

File No. - 839

7/02/87

HOMEDALE, ID

A/C Reg. No. N2625Q

Time (Lcl) - 1900 PDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
 4. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 841 7/03/87 GLENN'S FERRY, ID A/C Reg. No. N5580X Time (Lcl) - 1800 MDT

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

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

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

Make/Model - ROCKWELL INTERNATIONAL S-2R	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 7000	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	GLENN'S FERRY, ID	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRINDSTONE
Wind Dir/Speed- 340/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - UNK/NR BROKEN	Type Apch/Lndg - 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)
COMMERCIAL	Current - YES	Total - 2183
SE LAND	Months Since - 14	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 271

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF WITH A QUARTERING TAILWIND ABOUT 3/4 WAY DOWN THE RUNWAY THE AIRCRAFT SETTLED BACK ONTO THE RUNWAY. THERE WAS NOT ENOUGH ROOM TO STOP THE AIRCRAFT. THE AIRCRAFT'S MAIN GEAR CAUGHT ON A FENCE AND TALL WHEAT WITH THE AIRCRAFT COMING TO REST INVERTED. A FIRE ERUPTED CONSUMING THE AIRCRAFT. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT WAS ABOUT 4900 FEET.

Brief of Accident (Continued)

File No. - 841

7/03/87

GLENN'S FERRY, ID

A/C Reg. No. N5580X

Time (Lc1) - 1800 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - FENCE

Occurrence #3 NOSE OVER
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. - 805 1/29/87 BEDFORD PARK, IL A/C Reg. No. N4968C Time (Lcl) - 2029 CST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier - PROMPTAIR, INC.	DESTROYED		Fatal	Serious	Minor
Type of Operation - SCHEDULED, DOMESTIC, CARGO	Fire	Crew	1	0	0
Flight Conducted Under - 14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During - DESCENT					

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

Make/Model - CESSNA 210N	Eng Make/Model - CONTINENTAL IO-520-L4	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	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MOLINE, IL	CHICAGO MIDWAY
Wind Dir/Speed- 290/010 KTS	ATC/Airspace	Runway Ident - 22L
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6102/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 200 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - FREEZING DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI, FLT ENG	Current - YES	Total - 2000
SE LAND, ME LAND	Months Since - 2	Make/Model- 200
	Aircraft Type - PA-23	Instrument- 310
		Multi-Eng - 510
		Last 24 Hrs - 3
		Last 30 Days- 33
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

JUST BFR TKOF FM RWY 22L ON A NGT IFR FLT, THE PLT WAS CLRD TO CLB & MAINT 2000' & TO CONTACT CHICAGO DEP CTL (TRACON). ABOUT 1 MIN LATER, HE CALLED TRACON & RPRTD HE WAS CLBG THRU 900' FOR 2000'. THIS CALL WAS IN A NORMAL TONE OF VOICE & WAS THE LAST TRANSMISSION FM THE ACFT. SHORTLY THEREAFTER, RADIO & RADAR CONTACT WERE LOST. SUBSEQUENTLY, THE ACFT CRASHED IN A STEEP DSCNT APRX 6000' SOUTH OF THE ARPT & 3200' LEFT OF THE EXTDD RWY CTRLN. THE LAST OF 4 RADAR "HITS" SHOWED THE ACFT HAD CLBD TO 1300' MSL (ABOUT 700' AGL) BFR THE ACDNT. NO PREIMPACT ENG OR FLT CTL PRBLM WAS FND THAT WOULD HAVE RESULTED IN THE ACDNT, BUT THERE WERE 4 OPEN "WRITE-UPS" DATED 1/27/87 THAT CONCERNED COCKPIT & INSTRUMENT LGTG. THESE INCLUDED: LEFT SIDE (PLT'S) OVERHEAD FLOOD LGT INOP, PANEL FLOOD LGTS INOP, INTERIOR LGTG CTL KNOB CONSTANTLY FALLING OFF, PANEL POST LGTS EITHER FULL ON OR OFF. FOR CARGO OPNS, THE MAINT SYS ALLOWED DISCREPANCIES TO BE DELAYED FOR UP TO SVRL DAYS UNTIL THE ACFT WAS RTRND TO THE HOME BASE.

Brief of Accident (Continued)

File No. - 805

1/29/87

BEDFORD PARK,IL

A/C Reg. No. N4968C

Time (Lcl) - 2029 CST

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

Finding(s)

1. INSTRUMENT LIGHTS - ERRATIC
2. FLIGHT COMPARTMENT LIGHTS - FAILURE,PARTIAL
3. MAINTENANCE - DELAYED -
4. PROCEDURE INADEQUATE - COMPANY/OPERATOR MGMT
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - LOW CEILING
7. WEATHER CONDITION - FOG
8. WEATHER CONDITION - RAIN
9. WEATHER CONDITION - ICING CONDITIONS
10. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

11. UNDETERMINED

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) 11

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 959 4/06/87 TINLEY PARK, IL A/C Reg. No. N50305 Time (Lcl) - 0945 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
DESTROYED
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3700 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ALGONA, OH
Destination
CRESTWOOD, IL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 39

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8800	Last 24 Hrs	- 15
Make/Model-	1255	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	190

Instrument Rating(s) - AIRPLANE

-----Narrative-----

APPROXIMATELY 3 MILES SHORT OF THE DESTINATION ARPT THE PLT STATED THAT THE ENGINE QUIT. THE ACFT WAS LINED UP WITH A ROAD BUT DUE TO HEAVY TRAFFIC THE PLT ELECTED TO STALL THE ACFT INTO NEARBY TREES. EXAMINATION OF THE ACFT BY THE FAA FOLLOWING THE ACCIDENT DISCLOSED THAT THEY COULD NOT FIND ANY FUEL ONBOARD THE ACFT. DURING RETRIEVAL, THE SALVAGE CREW DRAINED 2-3 GALS OUT OF THE RT WING TANK. EXAMINATION OF THE RT WING FUEL CAP VENT DID NOT REVEAL ANY MALFUNCTION.

Brief of Accident (Continued)

File No. - 959

4/06/87

TINLEY PARK, IL

A/C Reg. No. N50305

Time (Lcl) - 0945 CDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
 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) 1,2,3

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. - 981 4/09/87 PONTIAC, IL A/C Reg. No. N6039K Time (Lcl) - 1345 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAXTON, IL
Destination
PONTIAC, IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PONTIAC MUNICIPAL
Runway Ident - 27
Runway Lth/Wid - 2500/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 71
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	-	72	Last 24 Hrs -	1
Make/Model-	72		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LOST DIRECTIONAL CONTROL, SWERVED OFF THE RWY AND STRUCK AN ACFT THAT WAS PARKED APPROX 80 FT FROM THE RWY. THERE WAS NO EVIDENCE OF A SYSTEM MALFUNCTION OR FAILURE. THE WIND AS REPORTED BY THE PLT AT THE TIME OF THE ACCIDENT WAS CALM.

Brief of Accident (Continued)

File No. - 981

4/09/87

PONTIAC, IL

A/C Reg. No. N6039K

Time (Lcl) - 1345 CDT

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 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. OBJECT - AIRCRAFT PARKED

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 809 7/30/87 LANSING,IL

A/C Reg. No. N3164F

Time (Lcl) - 2218 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	3

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

Make/Model - CESSNA 182J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 020/004 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CHICAGO,IL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LANSING MUNICIPAL
Runway Ident - 27
Runway Lth/Wid - 2432/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 42
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 119
Last 24 Hrs - 1
Make/Model- 38
Instrument- 2
Last 30 Days- UNK/NR
Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LANDING ON RUNWAY 27, THE PILOT OVERSHOT THE RUNWAY AND ROLLED INTO A SHALLOW DITCH.

Brief of Accident (Continued)

File No. - 809

7/30/87

LANSING,IL

A/C Reg. No. N3164F

Time (Lc1) - 2218 CDT

Occurrence #1 OVERRUN

Phase of Operation LANDING - ROLL

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - DITCH

-----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. - 806 1/22/87 BLOOMINGTON, IN A/C Reg. No. N3961G Time (Lcl) - 1425 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

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 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6290
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 270/010 KTS
Visibility - .600 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - OVERCAST
Obstructions to Vision- FOG
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
INDIANAPOLIS, IN

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MONROE COUNTY
Runway Ident - 35
Runway Lth/Wid - 5200/ 150
Runway Surface - CONCRETE
Runway Status - WET

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15049
Make/Model- 404
Instrument- 717
Multi-Eng - 12145
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 54

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG PREFLT, THERE WAS SNOW ON THE ACFT WHICH WOULD MOVE WITH HAND BRUSHING, SO HE ELECTED NOT TO REMOVE IT. DRG DEPARTURE, AS HE ROTATED THE ACFT TO LIFT-OFF, HE NOTED THE ACFT DID NOT FEEL RIGHT. HE INTENTIONALLY ABORTED THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY, WHICH WAS WET. THE ACFT CONTD ONTO A GRASS OVERRUN FOR ABOUT 100 TO 150 FT, THEN WENT OVER A DROP-OFF OF TERRAIN & THE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 806

1/22/87

BLOOMINGTON, IN

A/C Reg. No. N3961G

Time (Lcl) - 1425 EST

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - SNOW
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT PERFORMED - PILOT IN COMMAND
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation TAKEOFF

Finding(s)

6. LANDING GEAR - OVERLOAD

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 810 7/30/87 GRIFFITH, IN A/C Reg. No. N42405 Time (Lcl) - 1600 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	3

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

Make/Model	- HUGHES 369HS	Eng Make/Model	- ALLISON 250-C20	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2550	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 278 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- 040/007 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT THIN BKN</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>SAME AS ACC/INC</p> <p>Destination</p> <p>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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GRIFFITH</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 12</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 4514</p> <p>Make/Model- 410</p> <p>Instrument- 152</p> <p>Multi-Eng - 596</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 100</p> <p>Rotorcraft - 1787</p>
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Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE TAIL BOOM OF THE HELICOPTER WAS SEVERED AFTER ROTOR BLADE CONTACT DURING A HARD LANDING. THE ACC OCCURRED DURING AN AUTOROTATION DEMO FOR THE POLICE DEPT WITH A POWER RECOVERY. APPLICATION OF POWER WAS LATE AND THE HELICOPTER LANDED HARD AND BOUNCED. THE BOUNCE FLEXED THE MAIN ROTOR INTO THE TAIL BOOM.

Brief of Accident (Continued)

File No. - 810

7/30/87

GRIFFITH, IN

A/C Reg. No. N42405

Time (Lc1) - 1600 CDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. MISC ROTORCRAFT, TAIL BOOM - SHEARED
-

-----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. - 982 9/20/87 WASHINGTON, IN A/C Reg. No. N473CJ Time (Lcl) - 1330 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	1	0
Accident Occurred During	-DESCENT	NONE	Pass 0	0	1	0

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

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C-145-2	ELT Installed/Activated	- YES/YES
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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - SCATTERED</p> <p>Lowest Ceiling - 4000 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>CADIZ, KY</p> <p>Destination</p> <p>WASHINGTON, IN</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>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DAVIESS COMPANY</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 4800/ 60</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 267
SE LAND	Months Since - 14	Make/Model- 77
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS LANDING THE AIRCRAFT, AFTER RETURNING FROM A PERSONAL CROSS-COUNTRY FLIGHT, WHEN HE ENCOUNTERED A CROSSWIND GUST AND "VEERED STRONGLY TO THE RIGHT." THE PILOT THEN DECIDED TO ABORT THE LANDING AND PROCEEDED TO ADD FULL POWER FOR A GO-AROUND. ACCORDING TO THE PILOT, THE GUST OF WIND WAS "PUSHING" THE AIRCRAFT INTO THE TREES AT THE EAST END OF THE FIELD AND IN AN ATTEMPT TO MISS THE TREES HE PULLED BACK ON THE YOKE. THE AIRCRAFT CLEARED THE TREES BUT JUST AS IT PASSED OVER THE TREE LINE, THE AIRCRAFT STALLED TO THE RIGHT. THE PILOT STATED HE APPLIED LEFT RUDDER AND LOWERED THE NOSE BUT THE AIRCRAFT ATTEMPTED TO ROLL INVERTED AND IMPACTED THE GROUND WITH THE LEFT WING FIRST, CART-WHEELING THE AIRCRAFT IN A CORN FIELD.

Brief of Accident (Continued)

File No. - 982

9/20/87

WASHINGTON, IN

A/C Reg. No. N473CJ

Time (Lc1) - 1330 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. ABORTED LANDING - INITIATED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - ENCOUNTERED - 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) 3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 873 5/17/87 WAMEGO,KS A/C Reg. No. N8789T Time (Lcl) - 1745 CDT

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

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

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

Make/Model - CESSNA 182C	Eng Make/Model - CONTIENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WAMEGO
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3170/ 30
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - 245
SE LAND	Months Since - 1	Last 24 Hrs - 8
	Aircraft Type - C-182C	Make/Model- 46
		Last 30 Days- UNK/NR
		Instrument- 59
		Last 90 Days- 74

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD BEEN AIRBORNE IN THE LCL AREA TO LET PARACHUTE JUMPERS JUMP FM HIS ACFT. TO LOSE ALT QUICKLY THE PIC PERFORMED A PROLONGED SLIP. ON THE FINAL APP THE ENG QUIT AND ALT WAS INSUFFICIENT TO REACH THE RWY FOR LNDG. THE OFF ARPT LNDG WAS UNSUCCESSFUL. THE PIC STATED THAT THE POSS CAUSE OF THE ACC WAS IMPROPER FUEL FLOW RESULTING FM THE SLIP AND THE ABBORMAL ATTITUDE ASSOCIATED WITH IT. IT WAS ALSO IMCUMBANT UPON THE PIC FOR A SAFE LNDG TO HAVE SELECTED THE PROPER FUEL POSN BY REFERRING TO THE OWNER'S MANUAL. THE OWNER'S MANUAL CAUTIONS ABT PROPER FUEL SELECTOR POSITIONING. FUEL SELECTOR ON "BOTH" IS REQUIRED FOR ALL BUT STRAIGHT AND LEVEL FLT. THE FUEL SELECTOR WAS FOUND POSND TO "OFF" DURING INSP OF THE ACFT AND 10 GAL OF FUEL WAS FOUND IN THE RT TANK. NO FUEL WAS FOUND IN THE LEFT TANK.

Brief of Accident (Continued)

File No. - 873

5/17/87

WAMEGO,KS

A/C Reg. No. N8789T

Time (Lc1) - 1745 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FLUID,FUEL - STARVATION
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

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

Finding(s)

3. TERRAIN CONDITION - SOFT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 877 7/23/87 ULYSESS,KS A/C Reg. No. N67139 Time (Lcl) - 0645 CDT

-----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	1	0
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

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

Make/Model	- HILLER 12E	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 305 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- 200/013 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 style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - 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 - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">HELICOPTER</p>	<p>Age - 34</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - H-12</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1520</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 - 1270</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A HELICOPTER AERIAL APPLICATION OPERATION, ACFT SUFFERED A MAIN ROTOR SYSTEM HUB FAILURE. PIC WAS UNABLE TO CONTROL THE ACFT AND AN UNCONTROLLED DESCENT RESULTED. ACFT STRUCK THE TERRAIN AND WAS SUBSTANTIALLY DAMAGED AND THE PIC SUFFERED MINOR INJURIES. PIC STATED THAT THE COMPLETE ROTOR HEAD, BLADES AND PADDLES, HAD JUST BEEN REINSTALLED, AND AFTER A FLIGHT OF LESS THAN ONE MILE, THE FAILURE OCCURRED. PIC FURTHER STATED THAT THE LINKAGE PIN THAT GOES THROUGH THE MAST AND PITCH CHANGE MECHANISM WAS NOT ALIGNED CAUSING THE FAILURE.

Brief of Accident (Continued)

File No. - 877

7/23/87

ULYSESS,KS

A/C Reg. No. N67139

Time (Lcl) - 0645 CDT

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

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB - FAILURE,TOTAL
 2. MAINTENANCE,INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
-

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. - 997 7/29/87 BENTON,KS A/C Reg. No. N2355N Time (Lcl) - 2000 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	0	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	2
				0	0	0

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

Make/Model - PIPER PA-38-112	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 - 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	BENTON,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	BENTON
Wind Dir/Speed- 190/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600
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 - DUSK		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 754
SE LAND,ME LAND	Months Since - 23	Make/Model- 3
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 33
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING SOFT FIELD TAKE OFFS, STUDENT PLT WITH CFI OVER ROTATED ACFT CAUSING PREMATURE FLT BEFORE ATTAINING VXSE AIRSPEED. CFI ATTEMPTED TO CORRECT THE SITUATION, BUT ACFT SETTLED IN UNCONTROLLED DESCENT BEYOND THE AIRPORT BOUNDARY. ACFT STRUCK THE TERRAIN AND WAS SUBSTANTALLY DAMAGED.

Brief of Accident (Continued)

File No. - 997

7/29/87

BENTON,KS

A/C Reg. No. N2355N

Time (Lc1) - 2000 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF

Finding(s)

1. ROTATION - IMPROPER - DUAL STUDENT
 2. AIRSPEED(VXSE) - NOT ATTAINED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
 4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
-

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) 1,3,4

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. - 859 8/23/87 LEWISBURG, KY

A/C Reg. No. N5270B

Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235 L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - COMPANY
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OWENSBORO, KY
Destination
NASHVILLE, TN

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 31
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

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

Total	- 51	Last 24 Hrs	- UNK/NR
Make/Model-	51	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	15

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PIC FLEW SOLO X-COUNTRY. ABOUT 30 MINUTES AFTER DPTING ENROUTE STOP ENGINE QUIT. HE RPTD CHECKING FUEL PRIOR TO DEPARTURE. FLT SCHOOL POLICY WAS TO REFUEL AT ENROUTE STOP WHICH WAS NOT DONE. ACFT WAS LANDED IN A FIELD AND HIT A FENCE DURING LANDING ROLL. ACFT OPERATOR RPTD THAT THERE WAS MINIMAL FUEL IN THE FUEL TANKS WHEN THE ACFT WAS RECOVERED.

Brief of Accident (Continued)

File No. - 859

8/23/87

LEWISBURG, KY

A/C Reg. No. N5270B

Time (Lcl) - 1400 EDT

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

Finding(s)

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

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

Finding(s)

4. OBJECT - FENCE
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 887 4/08/87 LAKE PROVIDENCE, LA A/C Reg. No. N8248D Time (Lcl) - 1200 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

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - PIPER PA-32R-301
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING IO-540-K1G5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONROE, LA
Destination
LAKE PROVIDENCE, LA

Airport Proximity
ON AIRSTRIP

Airport Data

Runway Ident - 09
Runway Lth/Wid - 2200/ 90
Runway Surface - GRASS/TURF
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)
COMMERCIAL
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 1767
Make/Model- 25
Instrument- 445
Multi-Eng - 1082
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 29

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, WHO REPORTEDLY WAS FAMILIAR WITH THE 2200 X 90 FOOT SOD STRIP, ALLOWED THE AIRCRAFT TO DRIFT LEFT DURING THE LANDING ROLL WHERE THE LEFT MAIN LANDING GEAR STRUCK THE END OF A CONCRETE CULVERT WHICH DID NOT EXTEND QUITE TO THE EXTREME EDGE OF THE RUNWAY. THE CULVERT WAS LOCATED ABOUT 500 FEET FROM THE APPROACH END OF THE RUNWAY. THE LEFT MAIN GEAR SEPARATED AND THE AIRCRAFT ROTATED TO THE LEFT AND SLID TO A STOP. THE PILOT REPORTED THE WIND WAS FROM 360 DEGREES AT FIVE KNOTS AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 887

4/08/87

LAKE PROVIDENCE, LA

A/C Reg. No. N8248D

Time (Lc1) - 1200 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 945 8/12/87 OAK GROVE, LA A/C Reg. No. N48614 Time (Lcl) - 1830 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	0
Accident Occurred During - LANDING			0	0	0
					None
					1
					0

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3750	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	HOLLY RIDGE, LA	
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 - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
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)
COMMERCIAL	Current - YES	Total - 891
SE LAND, ME LAND	Months Since - 22	Last 24 Hrs - 7
	Aircraft Type - BE76	Make/Model- 610
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 204
		Multi-Eng - 36

Instrument Rating(s) - NONE

-----Narrative-----

AFTER COMPLETING THE LAST PASS OF AN AGRICULTURAL OPERATION THE PILOT PULLED UP AND STARTED A TURN. AT THIS TIME THE ENGINE STARTED SHAKING AND LOSING POWER. THE PILOT ATTEMPTED A FORCED LANDING IN A SOFT FIELD. THE WHEELS BOGGED FOUR OR FIVE INCHES INTO THE SOFT WET SOIL AND THE AIRCRAFT NOSED OVER INTO AN INVERTED ATTITUDE AND STOPPED. THE CAUSE OF THE ENGINE FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 945

8/12/87

OAK GROVE, LA

A/C Reg. No. N48614

Time (Lcl) - 1830 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - 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. - 919 8/19/87 MONROE, LA A/C Reg. No. N3159C Time (Lcl) - 0821 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	0	1	
			0	0	0	0	

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

Make/Model - AIR TRACTOR INC AT-400A	Eng Make/Model - P&W PT6A-20A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5800	Engine Type - TURBOPROP	
No. of Seats - 1	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MONROE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MONROE REG.
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172	Make/Model- 3000
		Instrument- 800
		Multi-Eng - 1500
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG PILOT PULLED UP FROM A SWATH RUN WHILE SPRAYING CHEMICALS ON COTTON AND THE PT 6A-20A ENGINE IN HIS AIRCRAFT EXPLODED. A POST ACCIDENT TEARDOWN OF THE ENGINE REVEALED THE BLADES OF A COMPRESSOR DISK HAD FAILED CAUSING A TOTAL LOSS OF POWER. REASON FOR FAILURE OF THE BLADES WAS NOT DETERMINED. THE COTTON FIELD WAS LOCATED ON THE PROPERTY OF THE REGIONAL AIRPORT AT MONROE, LA, HOWEVER, THE AIRPLANE WAS NOT IN A POSITION TO REACH A RUNWAY FOR LANDING AND AIRSPEED WAS NOT MAINTAINED. THIS RESULTED IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 919

8/19/87

MONROE, LA

A/C Reg. No. N3159C

Time (Lcl) - 0821 CDT

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

Finding(s)

1. COMPRESSOR ASSEMBLY, BLADE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 947 3/20/87 LAWRENCE,MA A/C Reg. No. N200FD Time (Lcl) - 2300 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage									
Name of Carrier	-BIRK LEASING	DESTROYED		Fatal	0	Serious	0	Minor	2	None	0
Type of Operation	-NON SCHED,DOMESTIC,MAIL ONLY	Fire		Crew	0		0		0		0
Flight Conducted Under	-14 CFR 135	ON GROUND		Pass	0		0		0		0
Accident Occurred During	-APPROACH										

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

Make/Model	- PIPER PA-31T	Eng Make/Model	- P&W PT6A-28	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9000	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 620 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- IN PERSON	PORTLAND,ME			
Completeness	- PARTIAL,LMTD BY PILOT	Destination		Airport Data	
Basic Weather	- IMC	LAWRENCE,MA		LAWRENCE	
Wind Dir/Speed	- 300/006 KTS	ATC/Airspace		Runway Ident	- 23
Visibility	- 1.500 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 4997/ 150
Lowest Sky/Clouds	- 1500 FT	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- VOR/DME	Runway Status	- N/A
Obstructions to Vision	- BLOWING SNOW				
Precipitation	- SNOW				
Condition of Light	- NIGHT(DARK)				

-----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	Current - YES	Total - 9530	Last 24 Hrs - 4
SE LAND,ME LAND	Months Since - 1	Make/Model - 789	Last 30 Days - UNK/NR
	Aircraft Type - PA-31T	Instrument - 1179	Last 90 Days - 167
		Multi-Eng - 6063	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW OF THE PA-31T CHEYENNE HAD MADE ONE MISSED APPROACH AND THE CO-PILOT WAS CALLING OUT THE ALTITUDES TO THE PILOT. THE PILOT'S REPLY TO THE CO-PILOT WAS THAT HE WAS JUST GOING TO DESCEND TO 400 FT. THE APPROACH MINIMUMS WERE PUBLISHED FOR AN MDA OF 660 FT PLUS 80 FT WHEN THE CONTROL ZONE IS NOT IN EFFECT. THE AIRCRAFT FLEW INTO RISING TERRAIN. THE CO-PILOT SUFFERED MINOR INJURIES, THE ACFT WAS DESTROYED DUE TO IMPACT AND FIRE.

Brief of Accident (Continued)

File No. - 947

3/20/87

LAWRENCE, MA

A/C Reg. No. N200FD

Time (Lcl) - 2300 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. WEATHER CONDITION - SNOW
3. LIGHT CONDITION - DARK NIGHT
4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. MINIMUM DESCENT ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - 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. - 852 2/12/87 MYERSVILLE, MD A/C Reg. No. N9073Y Time (Lcl) - 1440 EST

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

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

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

Make/Model - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO	N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1300	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	HAGERSTOWN, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	CLINTON, MD	WASHINGTON COUNTY AIRPORT
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL VFR	Runway Surface - N/A
Lowest Ceiling - 1000 FT OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 190
	Months Since - UNK/NR	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 190
		Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - 190

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED COMMERCIAL PILOT DEPARTED HGR IN A ROBINSON HELICOPTER THAT WAS NOT EQUIPPED TO FLY IN INSTRUMENT CONDITIONS. THE PILOT HAD NOT LOGGED ANY INSTRUMENT TIME AND ELECTED TO DEPART IN IFR CONDITIONS UNDER A SPECIAL VFR CLEARANCE. ATC TRANSCRIPTS OF THE HGR TOWER REVEALED THAT THE PILOT INTENDED TO FLY ALONG INTERSTATE HIGHWAYS LEADING BACK TO THE WASHINGTON AREA. THE WRECKAGE WAS LOCATED ON THE EAST SIDE OF INTERSTATE 70 AT A POINT WHERE IT TURNED SOUTH TO GO OVER A RIDGELINE. A WEATHER STUDY INDICATED THAT MOUNTAIN RIDGES IN THE AREA WOULD HAVE BEEN OBSCURED BY FOG AND THERE WOULD HAVE BEEN LIGHT AND POSSIBLY MODERATE RIME ICING AT LOW ALTITUDES PARTICULARLY ON THE WESTERN SIDE OF THE MOUNTAIN RIDGES.

Brief of Accident (Continued)

File No. - 852

2/12/87

MYERSVILLE, MD

A/C Reg. No. N9073Y

Time (Lc1) - 1440 EST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - FOG
 3. WEATHER CONDITION - LOW CEILING
 4. WEATHER CONDITION - ICING CONDITIONS
 5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. TERRAIN CONDITION - RISING
-

-----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. - 907 6/19/87 PLAINWELL, MI A/C Reg. No. N47412 Time (Lcl) - 0810 EDT

-----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	- 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- 170/004 KTS</p> <p>Visibility - 10.0 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>PLAINWELL, MI</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----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 - 83
SE LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 66
		Instrument- 1
		Last 30 Days- 10
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A TOTAL POWER FAILURE AND THE PILOT CHOSE A WHEAT FIELD ON RISING TERRAIN FOR A FORCED LANDING. THE FIELD TURNED OUT TO BE ROUGH AND UNEVEN. WHEN THE AIRCRAFT TOUCHED DOWN, THE NOSE GEAR FAILED AND THE AIRCRAFT NOSED OVER. SUBSEQUENT INVESTIGATION OF THE POWERPLANT DISCLOSED NO DISCREPANCIES EXCEPT A SMALL AMOUNT OF WATER IN THE #2 CYLINDER. NO WATER WAS FOUND IN THE FUEL DURING THE ON SCENE INVESTIGATION ONCE THE AIRCRAFT WAS RIGHTED AND A FUEL SUMP CHECK WAS MADE.

Brief of Accident (Continued)

File No. - 907

6/19/87

PLAINWELL, MI

A/C Reg. No. N47412

Time (Lc1) - 0810 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - UPHILL
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. 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

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. - 834 7/21/87 DETROIT, MI A/C Reg. No. N757JG Time (Lcl) - 2040 EDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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 ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point DETROIT, MI	
Method - ACFT RADIO	Destination LOCAL	Airport Data DETROIT CITY
Completeness - FULL	ATC/Airspace	Runway Ident - 25
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 4026/ 100
Wind Dir/Speed- 280/006 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - 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)
STUDENT	Current - N/A	Total - 79
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 48
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

ON TOUCHDOWN THE AIRCRAFT BALLOONED AND BOUNCED UP ABOUT 5-7 FEET OFF THE RUNWAY. THE AIRCRAFT THEN LANDED ON THE NOSE WHEEL AND THE PROP STRUCK THE GROUND.

Brief of Accident (Continued)

File No. - 834

7/21/87

DETROIT,MI

A/C Reg. No. N757JG

Time (Lc1) - 2040 EDT

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

Finding(s)
1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND

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

Finding(s)
3. LANDING GEAR,NOSE GEAR - OVERLOAD
4. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 807 1/31/87 LAKEVILLE, MN A/C Reg. No. N714QW Time (Lcl) - 1000 CST

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

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

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

Make/Model	- CESSNA 150M	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	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	AIRLAKE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- UNK/NR
Condition of Light		Runway Status
		- UNK/NR

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total	- 4052
SE LAND,ME LAND	Months Since - 5	Make/Model	- 865
	Aircraft Type - UNK/NR	Instrument	- 95
		Multi-Eng	- 1515
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT & INSTRUCTOR (CFI) WERE PREFLIGHTING THE ACFT TO FLY ON A COLD MORNING. TO FACILITATE BETTER ENG STARTING, THE CFI ELECTED TO TURN THE PROP WHILE THE STUDENT "PUSHED THE PRIMER IN." HE TOLD THE STUDENT TO CHECK THAT THE MAG & MASTER SWS WERE OFF & THE STUDENT ACKNOWLEDGED. ON THE 2ND "TURN THROUGH," THE ENG STARTED & RAN APRX 5 SEC. THE CFI WAS INITIALLY CLR OF THE PROP, BUT AS HE WAS BACKING AWAY, HE SLIPPED ON INCE & HIS RGT LEG WENT IN THE PATH OF THE TURNING PROP. HE WAS HOSPITALIZED WITH A SEVERE LACERATION & THE PROP WAS SLIGHTLY BENT. AN INV REVEALED THE STUDENT WAS AT THE CONTROLS WITH THE KEYS REMOVED FROM THE MAG SW. A FURTHER EXAM REVEALED THE MAG CIRCUITRY WAS NORMAL, EXCEPT THE MAGNETO KEY COULD BE REMOVED WHILE THE MAG SW WAS IN THE "LEFT" POSITION.

Brief of Accident (Continued)

File No. - 807

1/31/87

LAKEVILLE, MN

A/C Reg. No. N714QW

Time (Lcl) - 1000 CST

Occurrence #1 PROPELLER/ROTOR CONTACT

Phase of Operation STANDING - PRE-FLIGHT

Finding(s)

1. IGNITION SYSTEM, IGNITION SWITCH - WORN
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND(CFI)
4. TERRAIN CONDITION - ICY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 958 2/11/87 FERGUS FALLS,MN A/C Reg. No. N734MV Time (Lcl) - 1936 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----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 - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 240/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

FERGUS FALLS MUNI
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-38

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 69 Last 24 Hrs - 2
Make/Model- 15 Last 30 Days- 7
Instrument- 0 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING A 1.5 HOUR PERSONAL FLIGHT AT NIGHT, THE AIRCRAFT CRASHED INTO THE SIDE OF A LOW HILL NEAR THE DESTINATION AIRPORT. ALTHOUGH THE PILOT HAD A TOTAL OF 6 HOURS OF NIGHT TIME, MOST OF HIS SOLO NIGHT TIME WAS DURING THIS LAST FLIGHT. HAZY VFR CONDITIONS EXISTED AT THE TIME. BIRDS WERE ACTIVE IN THE AREA AND A FEW FEATHERS WERE LOCATED AROUND THE WRECK, BUT NO BIRD BLOOD, UNUSUAL DENTING OF THE AIRCRAFT OR ACTUAL BIRD REMAINS WERE FOUND.

Brief of Accident (Continued)

File No. - 958

2/11/87

FERGUS FALLS,MN

A/C Reg. No. N734MV

Time (Lcl) - 1936 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation UNKNOWN

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. WEATHER CONDITION - HAZE
 5. VFR PROCEDURES - NOT MAINTAINED - PILOT IN COMMAND
 6. PROPER 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) 2,3,5,6

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. - 854 6/20/87 BIG SANDY LAKE,MN A/C Reg. No. N40161 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	1	0
Accident Occurred During - LANDING		Other 0	0	1	1

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

Make/Model - STINSON 108-1	Eng Make/Model - FRANKLIN 6A4-150B3	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2100	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	DEER RIVER,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 10000 FT THIN BKN	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 492
SE LAND,SE SEA	Months Since - 13	Make/Model- 36
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE STALLED FOR UNDETERMINED REASONS AFTER THE PILOT MADE A WIDE CIRCLE TURN. DURING A FORCED LANDING IN A LAKE, THE AIRCRAFT NOSED OVER. THE LAST ANNUAL AIRCRAFT INSPECTION WAS 15 MONTHS PRIOR TO THE DATE OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 854

6/20/87

BIG SANDY LAKE, MN

A/C Reg. No. N40161

Time (Lcl) - 1900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY
3. TERRAIN CONDITION - WATER, GLASSY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 811 7/29/87 MINNETONKA, MN

A/C Reg. No. N8383F

Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - ROBINSON 22

Eng Make/Model - LYCOMING O-320-B2C

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - UNK/NR

Max Gross Wt - 2350

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 124 HP

-----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- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SOUTH ST. PAUL, MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

HELICOPTER

Age - 19

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 225

Make/Model- 121

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 28

Rotorcraft - 195

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND ON A FLAT SPOT ON TOP OF A HILL THE TAIL ROTOR HIT THE GROUND AND THE TAIL BOOM BROKE OFF. ONE WITNESS REPORTS THAT WHEN THE HELICOPTER TOUCHED DOWN IT BOUNCED UP ABOUT 10 FEET. NO MECHANICAL MALFUNCTIONS WERE REPORTED.

Brief of Accident (Continued)

File No. - 811

7/29/87

MINNETONKA, MN

A/C Reg. No. N8383F

Time (Lcl) - 1430 CDT

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

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
 2. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
 3. MISC ROTORCRAFT, TAIL BOOM - SEPARATION
-

----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. - 808 8/02/87 VERMILLION LAKE, MN A/C Reg. No. N6562H Time (Lcl) - 2057 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
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER J3
Landing Gear - FLOAT
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - CONTINENTAL A 65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 230/005 KTS
Visibility - 15.0 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
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 54

Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total	- 500
Make/Model-	UNK/NR
Instrument-	10
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 ATTEMPTING TO RETURN TO LAND AFTER THE LOSS OF POWER, THE RIGHT WING TIP HIT THE WATER AND THE AIRCRAFT FLIPPED UPSIDE DOWN INTO THE LAKE. ACCORDING TO A MECHANIC WHO INSPECTED THE AIRCRAFT AFTER THE ACCIDENT, THE COILS AND CONDENSERS ON BOTH MAGNETOS WERE VERY WEAK AND THE ENGINE COULD NOT PRODUCE ENOUGH POWER TO SUSTAIN FLIGHT.

Brief of Accident (Continued)

File No. - 808

8/02/87

VERMILLION LAKE, MN

A/C Reg. No. N6562H

Time (Lc1) - 2057 CDT

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

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, TOTAL

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. TERRAIN CONDITION - WATER

-----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. - 876 6/19/87 WEST PLAINS, MO A/C Reg. No. N4881U Time (Lcl) - 1300 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

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

2

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

Make/Model - CESSNA TU206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 180/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SPRINGFIELD, MO

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

Runway Ident - 18

Runway Lth/Wid - 1350 -UNK/NR

Runway Surface - DIRT

Runway Status - WET

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 - 50

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1050

Make/Model- 850

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-----

DURING LDG PHASE OF OPERATION, PIC WAS UNABLE TO STOP THE ACFT BEFORE STRIKING A FENCE ON THE OVERRUN. PLT STATED A RAIN SHOWER HAD JUST PASSED THROUGH WHICH LEFT THE DIRT SURFACE SLICK AND MUDDY. HE STATED THAT HE WAS UNABLE TO OBTAIN EFFECTIVE BRAKING DUE TO THE RNWY CONDITIONS.

Brief of Accident (Continued)

File No. - 876

6/19/87

WEST PLAINS, MO

A/C Reg. No. N4881U

Time (Lcl) - 1300 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
 2. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - FENCE
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 872 6/20/87 EAST LYNNE, MO A/C Reg. No. N17297 Time (Lcl) - 1630 CST

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

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

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

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1650	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	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	RICHTER (PVT)
Wind Dir/Speed	- 360/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 1500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 3000 FT BROKEN	Type of Clearance	- 3000/ 100
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- RAIN	Type Apch/Lndg	- DIRT
Condition of Light	- DAYLIGHT		Runway Status
			- SOFT
			ROUGH

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 810
SE LAND	Months Since - 1	Make/Model - 10
HELICOPTER	Aircraft Type - C-150	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 60
		Rotorcraft - 800

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PIC HAD BEEN PRACTICING T&G LNDGS FOR THE PREVIOUS HOUR OR SO AND DECIDED TO STOP BRIEFLY TO WAIT OUT RAIN SHOWERS IN THE AREA. AFTER WAITING THE PIC FUELED THE ACFT WITH 10 GAL OF AVN FUEL AND TAXIED TO THE ACTIVE RWY TO RETURN TO HIS ORIGINATING ARPT. THE PIC NOTED THE WIND SOCK AND TAXIED TO THE APPROPRIATE RWY FOR THE TAKEOFF. SHORTLY AFTER LIFTOFF THE ACFT GAINED 30 TO 40 FT. THE PIC STATED THAT "A STALL SEEMED TO BE COMING ON AND I LEVELED THE ACFT. FLIGHT FELT GOOD. LEFT WING DROPPED ABRUPTLY & ACFT SWERVED TO THE LEFT. AIRSPEED INDICATOR SHOWED 40 KNOTS. I LOOKED UP AND ACFT WAS FACING 90 DEGREES TO THE LEFT OF DIRECTION OF FLT. ACFT IMPACTED IN DITCH." NO MALF OF FLT CONTROLS WERE FOUND. ACFT ENG HAD NO MALF.

Brief of Accident (Continued)

File No. - 872

6/20/87

EAST LYNNE, MO

A/C Reg. No. N17297

Time (Lcl) - 1630 CST

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 FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

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

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. - 998 7/18/87 BEAR CREEK, MO A/C Reg. No. N8326T Time (Lcl) - 1430 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - CESSNA 175C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-E
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 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- 200/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONCORDIA, MO
Destination
ASH GROVE, MO

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
HIGH VEGETATION

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - C175

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 195
Make/Model- 11
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PERSONAL XC FLT, PLT EXPERIENCED A PARTIAL LOSS OF POWER FOLLOWED BY A TOTAL LOSS OF POWER. DURING EMERGENCY LDG, PILOT STATED THAT HE PREMATURELY ADDED FULL FLAPS, WHICH RESULTED IN TOO STEEP OF A DESCENT, CAUSING ACFT TO BE SHORT OF INTENDED LANDING SITE. PLT STATED HE BRUSHED TREE TOPS, MADE AN EVASIVE TURN TO AVOID OBSTACLES, BEFORE ACFT STRUCK THE TERRAIN. PLT SUFFERED NO INJURIES AND PAX SUFFERED MINOR INJURIES. POST ACCIDENT INVESTIGATION REVEALED NO MECHANICAL FAILURE OR FUEL CONTAMINATION.

Brief of Accident (Continued)

File No. - 998

7/18/87

BEAR CREEK, MO

A/C Reg. No. N8326T

Time (Lcl) - 1430 CDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 UNDERSHOOT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. LOWERING OF FLAPS - 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 804 5/19/87 DUNDEE, MS A/C Reg. No. N4654 Time (Lcl) - 0720 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	1	0	0
Accident Occurred During -MANEUVERING			0	0	0

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

Make/Model - SCHWEIZER G-164A	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6075	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	Runway Ident - N/A
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1954
SE LAND, ME LAND	Months Since - 16	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 26
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 184
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE SPRAYING A RICE FIELD, THE ACFT WAS FLYING ACROSS SVRL SMALL DIRT BANKS THAT HAD BEEN FURROWED FOR WATER CTL. DRG A SWATH RUN, IT STRUCK 3 FURROWED BANKS THAT WERE CLOSE TOGETHER, FLIPPED OVER AS IT CRASHED, THEN BURNED. WITNESSES RPRTD THE ENG WAS RUNNING NORMALLY BFR IMPACT. NO PREIMPACT MECHANICAL PROBLEMS WERE FND.

Brief of Accident (Continued)

File No. - 804

5/19/87

DUNDEE, MS

A/C Reg. No. N4654

Time (Lcl) - 0720 CDT

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 865 6/09/87 SENATOBIA, MS A/C Reg. No. N4776R Time (Lcl) - 1915 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	0
Accident Occurred During -DESCENT			0	0	0
					1
					0

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 170/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10500
SE LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - J-3	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ACFT WAS SLOW TO CLIMB AFTER TAKEOFF. HE THEN DUMPED THE LOAD OF CHEMICAL IN AN EFFORT TO CLEAR TREES. AFTER CLEARING THE TREES THE ACFT STALLED AND CRASHED INTO AN OPEN FIELD. THE PLT ALSO STATED THAT THERE WAS NO ENGINE FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 865

6/09/87

SENATOBIA, MS

A/C Reg. No. N4776R

Time (Lcl) - 1915 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/MUSH - INADVERTENT - PILOT IN COMMAND
 3. LOAD JETTISON - INITIATED - PILOT IN COMMAND
-

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

Finding(s)

4. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 994 7/16/87 JACKSON,MS A/C Reg. No. N133ME Time (Lcl) - 0145 CDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TRANS AERO CORPORATION	SUBSTANTIAL					
Type of Operation	-NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	Fatal	0	Serious	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0
Accident Occurred During	-TAKEOFF					None	2
							3

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

Make/Model	- ISRAEL COMMODORE JET 1121	Eng Make/Model	- GE CJ610-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 17500	Engine Type	- TURBOJET		
No. of Seats	- 10	Rated Power	- 2850 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MEMPHIS,TN	ALLEN C. THOMPSON
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15L
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 3366
SE LAND,ME LAND	Months Since - 2	Make/Model- 264
	Aircraft Type - 1121	Instrument- 83
		Multi-Eng - 965
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE GROUND RUN AT 80 KTS THE CABIN DOOR UNSAFE LIGHT ILLUMINATED. THE TAKEOFF WAS ABORTED WITH HEAVY BRAKING & DEPLOYMENT OF THE THRUST REVERSERS. THE DOOR WAS THEN OPENED & RECLOSED WHICH EXTINGUISHED THE LIGHT, & A SECOND TAKEOFF WAS ATTEMPTED. APRX 3500 FT DOWN THE 8500 FT RWY AT 80 KTS THE LIGHT ILLUMINATED AGAIN. THE TAKEOFF WAS ABORTED WITH HEAVY BRAKING & DEPLOYMENT OF THE THRUST REVERSERS THOUGH THEY WERE REPORTED AS INEFFECTIVE & SLOW TO DEPLOY, RESPECTIVELY. THE ACFT THEN DEPARTED THE RWY, COLLIDED WITH A LOCALIZER ANTENNA AFTER WHICH THE LEFT MAIN LANDING GEAR WAS SHEARED OFF. THE ACFT THEN GROUND LOOPED & CAME TO REST. A COMPANY MECHANIC STATED THAT ROD ENDS FOR THE DOOR LATCHING MECHANISM HAD BEEN REPLACED PRIOR TO THE ACCIDENT, HOWEVER ACFT MAINT MANUALS DID NOT CONTAIN INFORMATION AS TO THE CORRECT PROCEDURE FOR THEIR REPLACEMENT OR ADJUSTMENT. HE ALSO STATED THAT THE ACFT HAD BEEN FLOWN APRX 8 HRS WITH NO DISCREPANCIES NOTED. THE FLT WAS OPERATED AS A LIFEGUARD FLT.

Brief of Accident (Continued)

File No. - 994

7/16/87

JACKSON, MS

A/C Reg. No. N133ME

Time (Lcl) - 0145 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DOOR, PASSENGER - NOT SECURED
2. ACFT/EQUIP, INADEQUATE AIRCRAFT MANUALS - COMPANY MAINTENANCE PSNL
3. PROCEDURE INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - ABORTED

Finding(s)

4. OBJECT - APPROACH LIGHT/NAVAID
5. EMERGENCY PROCEDURE - 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

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. - 819 7/17/87 ROLLING FORK, MS A/C Reg. No. N2321V Time (Lcl) - 1215 CDT

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

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

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

Make/Model - AIRTRACTOR AT301	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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	Runway Ident - N/A
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5400
SE LAND	Months Since - 17	Last 24 Hrs - 5
	Aircraft Type - PA-18	Make/Model- 653
		Instrument- 11
		Last 30 Days- 100
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE SWATH RUN, THE PLT STATED THAT THE ENG "BARKED" ONCE OR TWICE JUST PRIOR TO IMPACT WITH THE TREES. THE ACFT HIT THE TREES, ROLLED INVERTED & BURST INTO FLAMES. HE STATED THAT THE SEAT BELT & SHOULDER HARNESS SAVED HIS LIFE. THE PLT STATED THAT HE HAD ABORTED TWO OTHER TAKE-OFFS EARLIER IN THE DAY DUE TO ENG PROBLEMS. THE PLT & ANOTHER PLT EMPLOYED BY THE FIRM STATED THAT THE OWNER OF THE FIRM KNEW OF THE VARIOUS MECH DEFECTS THAT THE PLTS HAD BROUGHT TO HIS NOTICE, BUT FAILED TO TAKE ANY CORRECTIVE ACTION.

Brief of Accident (Continued)

File No. - 819

7/17/87

ROLLING FORK, MS

A/C Reg. No. N2321V

Time (Lcl) - 1215 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
 3. MAINTENANCE, SERVICE OF AIRCRAFT - INADEQUATE - COMPANY/OPERATOR MGMT
 4. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - COMPANY/OPERATOR MGMT
-

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

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

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. - 942 5/03/87 MISSOULA, MT A/C Reg. No. N7511D Time (Lcl) - 1445 MDT

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

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

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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 MISSOULA, MT	
Method - N/A	Destination LOCAL	Airport Data MISSOULA COUNTY
Completeness - N/A		Runway Ident - 29
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 9499/ 150
Wind Dir/Speed- 290/010 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 9000 FT SCATTERED	Type Apch/Lndg - TOUCH AND GO	
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 98
SE LAND	Months Since - 14	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS PRACTICING TOUCH AND GO LANDINGS. WHILE ON A TAKEOFF ROLL, A GUST OF WIND LIFTED THE RIGHT WING AND PUSHED THE ACFT OFF THE RWY TO THE LEFT. DIRECTIONAL CONTROL WAS LOST AND THE ACFT TAXIED THROUGH HIGH GRASS PARALLEL TO THE RWY. THE NOSE WHEEL STRUCK A CLUMP OF EARTH AND COLLAPSED. THE ACFT NOSED OVER AND CAME TO REST INVERTED. THE PLT STATED THAT HE NEEDED MORE CROSSWIND TAKEOFFS AND LANDING.

Brief of Accident (Continued)

File No. - 942

5/03/87

MISSOULA,MT

A/C Reg. No. N7511D

Time (Lcl) - 1445 MDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
-

Occurrence #4 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

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) 1,2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 941 5/06/87 ST. IGNATIUS, MT A/C Reg. No. N9282R Time (Lcl) - 1015 MDT

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520	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 - 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	RONAN, MT	
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 - 30.0 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 - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2342
SE LAND	Months Since - 13	Make/Model- 1495
	Aircraft Type - A188B	Instrument- 42
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AG PLT WAS SPRAYING A FIELD NEAR THE LOCAL ARPT, AT 100 FEET AGL. DURING AN AERIAL APPLICATION MANEUVER, THE ENGINE MADE A LOUD BANG AND STOPPED. THE PLT LEVELED THE ACFT, SELECTED A LANDING SITE AND LANDED. DURING THE ROLL OUT, THE ACFT CROSSED AN IRRIGATION DITCH AND HIT A FENCE. THE LEFT GEAR WAS REMOVED BY A FENCE POST AND THE ACFT SKIDDED, RIGHT WING FIRST, TO A STOP. A POST CRASH INSPECTION OF THE ENGINE SHOWED A FAILURE OF THE CRANKSHAFT. A SERVICE BULLETIN ISSUED IN FEBRUARY, 1987, WARNED OF SOME PREVIOUS FAILURES OF CRANKSHAFTS IN THIS ENGINE.

Brief of Accident (Continued)

File No. - 941

5/06/87

ST. IGNATIUS, MT

A/C Reg. No. N9282R

Time (Lcl) - 1015 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - BRITTLE FRACTURE

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 - HIDDEN OBSTRUCTION(S)

3. TERRAIN CONDITION - DITCH

Occurrence #4

ON GROUND COLLISION WITH OBJECT

Phase of Operation

LANDING - ROLL

Finding(s)

4. OBJECT - FENCE

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 957 5/16/87 BIG SKY, MT A/C Reg. No. N1979C Time (Lcl) - 1200 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

2

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

Make/Model - CESSNA 170B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - CONTINENTAL D-300

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 - IMC

Wind Dir/Speed - CALM

Visibility - 1.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 750 FT OBSCURED

Obstructions to Vision - FOG

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

GARDINER, MT

Destination

HAMILTON, MT

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - 170B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 300

Make/Model - 11

Instrument - 2

Last 24 Hrs - UNK/NR

Last 30 Days - 4

Last 90 Days - 44

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS FLYING CROSS COUNTRY IN DETERIORATING WEATHER CONDITIONS. FOG WAS FORECAST AND LIGHT RAIN WAS IN PROGRESS. THE FLT ENCOUNTERED LESS THAN VFR CONDITIONS IN A MOUNTAINOUS AREA AND REVERSED COURSE. WEATHER WAS BELOW VFR ON THE REVERSE COURSE ALSO. THE PLT ELECTED TO CIRCLE FOR AN HOUR WAITING FOR VFR CONDITIONS. A PRECAUTIONARY LANDING WAS ATTEMPTED TO A LOGGING ROAD. DURING ROLL OUT, THE ACFT DEPARTED THE ROAD TO THE LEFT AND THE LEFT MAIN GEAR STRUCK AN EMBANKMENT AND FAILED. THE ACFT PIVOTED TO THE LEFT AND CAME TO REST LEFT WING DOWN.

Brief of Accident (Continued)

File No. - 957

5/16/87

BIG SKY, MT

A/C Reg. No. N1979C

Time (Lcl) - 1200 MDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - OBSCURATION
4. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
6. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - WET

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

Finding(s)

8. TERRAIN CONDITION - DIRT BANK
9. 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 955 6/05/87 CHOTEAU, MT A/C Reg. No. N4999N Time (Lcl) - 2015 MDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-MINUTEMAN AVIATION	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 135	ON GROUND	Crew	1	0	0	0
Accident Occurred During	-DESCENT		Pass	3	0	0	0

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 435 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	MANY GLACIER, MT			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	GREAT FALLS, MT		Runway Ident	- N/A
Wind Dir/Speed	- 180/016 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 40.0 SM	Type of Flight Plan	- NONE	Runway Surface	- N/A
Lowest Sky/Clouds	- 7000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- 14000 FT BROKEN	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 4548	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 8	Make/Model - 492	Last 30 Days - 15
HELICOPTER	Aircraft Type - B-206L	Instrument - 268	Last 90 Days - 84
		Multi-Eng - 113	Rotorcraft - 3017

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE EMS HELICOPTER WAS RETURNING TO GREAT FALLS, MT, ON 6/5/87 WHEN IT CRASHED. ITS OCCUPANTS HAD EARLIER PARTICIPATED IN A RESCUE SEMINAR AT MANY GLACIER, MT. THE WRECKAGE WAS NOT FOUND UNTIL 6/9/87. A VIDEO TAPE RECOVERED FROM THE WRECKAGE DISCLOSED THE HELICOPTER TO BE FOLLOWING A HERD OF BIG HORN SHEEP UP A 7000-FT MOUNTAIN SLOPE AND FLYING SLOWLY AT TREE-TOP LEVEL WHEN IT SUDDENLY YAWED TO THE RIGHT. TESTS MADE ON THE AUDIO PORTION OF THE VIDEO TAPE REVEALED MAIN/TAIL ROTOR RPM WAS AT 100% POWER UNTIL 3.5 SEC BEFORE END OF TAPE. AT THAT TIME MAIN/TAIL ROTOR RPM DROPPED TO 94%. EVIDENCE ALSO DISCLOSED HELICOPTER TO BE FLYING AT HIGH GROSS WEIGHT, HIGH DENSITY ALTITUDE, AND WITH A TAILWIND.

Brief of Accident (Continued)

File No. - 955

6/05/87

CHOTEAU,MT

A/C Reg. No. N4999N

Time (Lc1) - 2015 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - TAILWIND
3. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. ALTITUDE - REDUCED - PILOT IN COMMAND
7. AIRSPEED - REDUCED - PILOT IN COMMAND
8. COLLECTIVE - EXCESSIVE - PILOT IN COMMAND
9. AIRCRAFT PERFORMANCE, YAWING MANEUVERS - EXCEEDED
10. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY
12. TERRAIN CONDITION - UPHILL

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 848 1/08/87 POLLOCKVILLE, NC A/C Reg. No. N5004Q Time (Lcl) - 2115 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-OMNIFLIGHT AIRWAYS, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	3	0	0	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- YES/NO
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT		
No. of Seats	- 4	Rated Power	- 500 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	JACKSONVILLE, NC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	GREENVILLE, NC		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----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 - 3365	Last 24 Hrs - 1
HELICOPTER	Months Since - 8	Make/Model - 1448	Last 30 Days - UNK/NR
	Aircraft Type - B-206L	Instrument - 30	Last 90 Days - 29
			Rotorcraft - 3365

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE EMERG MED SVC (EMS/MED-EVAC) HELICOPTER (HEL) WAS ON A NGT FLT WITH A 3 MONTH OLD PATIENT ABOARD. AFTER RPRTG LVL AT 3000', THE PLT TRANSMITTED HE WAS GOING TO MAKE AN EMERG LNDG. THIS WAS FLWD BY SVRL UNREADABLE TRANSMISSIONS WHICH APCH CTL PSNL THOUGHT WERE IN REF TO AN ONBOARD FIRE. AT ABOUT THE SAME TIME, A FLT NURSE TRANSMITTED ON THE HOSPITAL FREQ THAT THEY WERE ON-FIRE & WERE GOING DOWN. SOON THEREAFTER, RADAR & RADIO CTC WERE LOST. SUBSEQUENTLY, THE HEL CRASHED IN A SLGT NOSE DOWN, RGT BANK ATTITUDE & BURNED. IT WAS EXTENSIVELY DMGD BY IMPACT & FIRE. CRASH DMG REVEALED THE HEL HAD IMPACTED AT A HI VERTICAL VELOCITY & WITH LITTLE OR NO FWD MOVEMENT. NO PREIMPACT PART FAILURE/MALFUNCTION OF THE ENG OR AIRFRAME WAS FND. THE HEL HAD BEEN MODIFIED (MOD) FOR EMS OPNS IAW 4 SUPPLEMENTAL TYPE CERTIFICATES (STC'S). THE MODS INCLUDED INSTLN OF A HI PRES OXYGEN (O2) SYS. DRG THE ACDNT, SVRL O2 LNS FAILED FM IMPACT OR FIRE, WHICH CREATED A BLOW TORCH EFFECT. THERE WAS NO PROVISION FOR EMERG SHUT-OFF OF THE O2 AT OR NR THE CYLINDERS. SOURCE OF FIRE WAS NOT FND.

Brief of Accident (Continued)

File No. - 848

1/08/87

POLLOCKVILLE, NC

A/C Reg. No. N5004Q

Time (Lcl) - 2115 EST

Occurrence #1 FIRE
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. LIGHT CONDITION - NIGHT
4. FUSELAGE, CREW COMPARTMENT - SMOKE
5. VISUAL LOOKOUT - REDUCED -
6. DESCENT - UNCONTROLLED -

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

Finding(s)
7. OXYGEN SYSTEM - OVERLOAD
8. OXYGEN SYSTEM - FIRE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 912 4/23/87 WILMINGTON, NC A/C Reg. No. N505LB Time (Lcl) - 1935 EDT

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-AIR-LIFT ASSOCIATES, INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- SWEARINGEN SA-226TC	Eng Make/Model	- GARRETT TPE 331-3UW	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WILMINGTON, NC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LUMBERTON, NC	NEW HANOVER
Wind Dir/Speed - 090/009 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7002/ 150
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 6160	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 7	Make/Model - 1860	Last 30 Days - 43
	Aircraft Type - SA226TC	Instrument - 550	Last 90 Days - 120
		Multi-Eng - 2360	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT ENGINE FAILED DURING TAKEOFF IMMEDIATELY AFTER ROTATION 3000' DOWN THE 7,002' RWY 16. THE PLT CONTINUED THE FLT AND THE LANDING GEAR REMAINED EXTENDED. THE UNAUTHORIZED PLT RATED PAX MADE XMISSIONS TO THE TOWER. WITNESSES RPTD THAT THE ACFT REACHED APPROX. 150' THEN DESCENDED INTO TREES 20 DEGREES TO THE RIGHT OF RWY CENTERLINE AND 3,000' SOUTH OF THE ARPT. THE PRE- 1979 3RD STAGE STATOR ASSY IN THE RIGHT ENGINE DID NOT HAVE THE LATEST MANUFACTURE WELDING PROCESS/INSPECTION AND FAILED CAUSING THE UNCONTAINED TURBINE FAILURE. INSTRUMENTS IN THE WRECKAGE INDICATED THAT AN UNDETERMINABLE LOSS OF ELECTRICAL POWER OCCURRED AT THE TIME OF ENGINE FAILURE. PERFORMANCE DATA INDICATED THAT A SAFE LANDING COULD HAVE BEEN MADE ON THE REMAINING RWY PAST THE POINT OF ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 912

4/23/87

WILMINGTON, NC

A/C Reg. No. N505LB

Time (Lcl) - 1935 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TURBINE ASSEMBLY, GUIDE VANE RETENTION - INADEQUATE
2. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN - MANUFACTURER
3. TURBINE ASSEMBLY, TURBINE WHEEL - BURST
4. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
7. IMPROPER DECISION, PRESSURE INDUCED BY OTHERS - PILOT IN COMMAND
8. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
9. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - GROUND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,8,9

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. - 927 4/26/87 PINEHURST, NC A/C Reg. No. N7136P Time (Lcl) - 2030 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

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

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

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 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- 040/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ORMAND BEACH, FL
Destination
SOUTHERN PINES, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MOORE COUNTY
Runway Ident - 05
Runway Lth/Wid - 5500
Runway Surface - ASPHALT
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, CFI
SE LAND, ME LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	827
Make/Model-	35
Instrument-	91
Multi-Eng -	217
Last 24 Hrs -	6
Last 30 Days-	UNK/NR
Last 90 Days-	140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT CALLED APPROACH CONTROL AND REPORTED HE WAS OUT OF FUEL AND DIDN'T THINK HE WAS GOING TO MAKE THE AIRPORT. HE HAD LANDED AT AN AIRPORT ENROUTE BUT HAD NOT REFUELED. HE STATED THAT HE STARTED DESCENDING WHEN HE GOT WITHIN TEN MILES OF THE AIRPORT. HE CRASHED AND WAS FOUND LESS THAN A MILE FROM THE AIRPORT.

Brief of Accident (Continued)

File No. - 927

4/26/87

PINEHURST, NC

A/C Reg. No. N7136P

Time (Lcl) - 2030 EDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - DARK NIGHT
7. TERRAIN CONDITION - NONE SUITABLE

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

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 833 6/01/87 BUNN, NC A/C Reg. No. N46411 Time (Lcl) - 2100 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Serious

0

0

Minor

0

0

None

1

1

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

Make/Model - CESSNA C-152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 260/012 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SOUTHERN PINES, NC

Destination

KNIGHTDALE, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - PRECAUTIONARY LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 124

Make/Model- 85

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE NOSED OVER DURING A PRECAUTIONARY LDG IN A SOFT, DIRT FIELD. THE PLT AND A MECHANIC HAD BEEN FERRYING THE AIRPLANE BACK TO ITS BASE AFTER REPLACING THE STARTER AND BATTERY SOLENOIDS, AND THE BATTERY. THE PRE-FLT RUN-UP HAD REVEALED NO PROBLEMS AND THE AMMETER HAD INDICATED A "FULL CHARGE". ACCORDING TO THE PLT, ABOUT 30 MINUTES AFTER DEPARTURE, THE INTERIOR LIGHTING BEGAN TO DIM AND THE AIRPLANE ELECTRICAL SYSTEM FAILED. THE PLT WAS SUBSEQUENTLY UNABLE TO LOCATE THE DESTINATION AIRPORT OR AN ALTERNATE; HE THEN BECAME CONCERNED ABOUT RUNNING OUT OF FUEL AND ELECTED TO MAKE THE PRECAUTIONARY LDG. POST-ACCIDENT EXAMINATION OF THE AIRPLANE ELECTRICAL SYSTEM BY THE FAA REVEALED THAT THE ALTERNATOR HAD FAILED INTERNALLY AND THAT THE BATTERY WAS COMPLETELY DISCHARGED. THE INSPECTOR ALSO OBSERVED THAT THE ALTERNATOR 60 AMP CIRCUIT BREAKER WAS "POPPED". THE PLT REPORTED HAVING APPROX 5 HRS TOTAL NIGHT FLT EXPERIENCE, APPROX 1 OF WHICH WAS OBTAINED IN THE LAST 90 DAYS.

Brief of Accident (Continued)

File No. - 833

6/01/87

BUNN, NC

A/C Reg. No. N46411

Time (Lcl) - 2100 EDT

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

Finding(s)

1. ELECTRICAL SYSTEM, ALTERNATOR - FAILURE, TOTAL
2. ELECTRICAL SYSTEM, BATTERY - DISABLED
3. ELECTRICAL SYSTEM - INOPERATIVE
4. INSTRUMENT LIGHTS - INOPERATIVE

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

Finding(s)

5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
6. WEATHER CONDITION - HAZE
7. LIGHT CONDITION - NIGHT
8. LANDING GEAR, NOSE GEAR - OVERLOAD
9. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
10. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
11. TERRAIN CONDITION - SOFT

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

12. 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, 8, 10

Factor(s) relating to this accident is/are finding(s) 5, 6, 7, 9, 11, 12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 963 6/12/87 SYLVA, NC A/C Reg. No. N9355H Time (Lcl) - 1255 EDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JACKSON COUNTY
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 50
Lowest Sky/Clouds - SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
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)
ATP, CFI	Current - YES	Total - 19000
SE LAND, ME LAND	Months Since - 12	Make/Model- 4000
	Aircraft Type - 310	Instrument- 2000
		Multi-Eng - 12000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 340

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI INSTRUCTED HIS LOW-TIME BEGINNING STUDENT TO MAKE A NORMAL APPCH TO THE RWY, AND FLY DOWN THE RWY AT ABOUT 10 FT ABOVE THE RWY SURFACE WHILE MAINTAINING RWY HDG. THE CFI STATED THAT THE PURPOSE OF THE MANEUVER WAS "...TO HELP THE STUDENT IMPROVE HIS DIRECTIONAL CONTROL AND CORRECT FOR THE CROSS WIND". THE CFI TOLD THE STUDENT THAT HE WOULD HANDLE THE THROTTLE DURING THE MANEUVER. THE AIRPLANE SUBSEQUENTLY ENCOUNTERED A GUST OF WIND WHILE OVER THE RWY AND ROLLED SHARPLY TO THE RIGHT. THE CFI ASSUMED CONTROL OF THE AIRPLANE AND APPLIED FULL-UP ELEVATOR TO CLEAR A HILL LOCATED ADJACENT TO THE RWY. THE AIRPLANE CONTACTED TREETOPS AS IT CLEARED THE HILL, AND SUBSEQUENTLY SETTLED INTO TREES ON THE OTHER SIDE OF THE HILL.

Brief of Accident (Continued)

File No. - 963

6/12/87

SYLVA,NC

A/C Reg. No. N9355H

Time (Lcl) - 1255 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - DUAL STUDENT
4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND(CFI)
7. 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) 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. - 975 6/21/87 GOLDSBORO, NC A/C Reg. No. N704MW Time (Lcl) - 1945 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GOLDSBORO, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GOLDSBORO-WAYNE MUNIC.
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 12 Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 12 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PLT HAD DEP APT FOR PURPOSE OF PRACTICING LDGS. AT ABOUT 400 FT HE NOTED A PWR LOSS AND ROUGH RUNNING ENG. HE REDUCED THE THROTTLE SETTING AND THE ROUGHNESS CONTD. FURTHER REDUCTIONS WERE MADE TO THE POINT WHERE FLIGHT COULD NOT BE MAINTAINED. THE STUDENT SELECTED A CULTIVATED FIELD AND LANDED THE AIRCRAFT. DURING THE LANDING ROLL THE NOSE GEAR COLLAPSED AND THE ACFT CAME TO A STOP INVERTED. EXAM OF THE ENG REVEALED THAT THE EXHAUST VALVE FOR THE #3 CYLINDER WAS STUCK IN THE OPEN POSITION.

Brief of Accident (Continued)

File No. - 975

6/21/87

GOLDSBORO, NC

A/C Reg. No. N704MW

Time (Lc1) - 1945 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE - OPEN
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - CROP
 3. TERRAIN CONDITION - SOFT
 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 973 7/06/87 GOLDSBORO, NC

A/C Reg. No. N69087

Time (Lcl) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
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- CALM
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
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 - PRECAUTIONARY LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GOLDSBORO-WAYNE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 52
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 28 Last 24 Hrs - 2
Make/Model- 28 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PIC RPTED HE FOLLOWED WRONG RAILROAD TRACK TO RETURN FROM THE PRACTICE AREA TO THE AIRPORT. VIZ WAS ABOUT 6 MILES IN HAZY CONDITIONS. PRIOR TO EXHAUSTING FUEL OR DAYLIGHT HE ELECTED TO LAND IN A FIELD. FIELD WAS SOFT TERRAIN AND ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 973

7/06/87

GOLDSBORO, NC

A/C Reg. No. N69087

Time (Lcl) - 1930 EDT

Occurrence #1 FORCED LANDING
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
5. TERRAIN CONDITION - SOFT
6. 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) 2,6

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 825 4/27/87 HARVEY,ND A/C Reg. No. N9736P Time (Lcl) - 1530 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
Accident Occurred During	-DESCENT			0	Minor
				0	None

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

Make/Model	- PIPER PA-25-260	Eng Make/Model	- LYCOMING O-540-G1A5	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	- 260 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	HARVEY,ND			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL			
Wind Dir/Speed	- 340/004 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	- NONE	Type Apch/Lndg	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - UNK/NR	Total - 389	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model - 8	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument - 55	Last 90 Days- 51
		Multi-Eng - 12	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN AG PLT WAS WORKING A FIELD ON AN AERIAL APPLICATION FLT. AT THE END OF A SPRAY PASS, THE ACFT STRUCK A SHELTERBELT AND WENT OUT OF CONTROL. THE ACFT CLIMBED TO 300 FT AND ROLLED INVERTED. THE ACFT IMPACTED THE GROUND IN A NOSE LOW, WING DOWN ATTITUDE. THE PLT IS UNABLE TO REMEMBER THE ACCIDENT CLEARLY.

Brief of Accident (Continued)

File No. - 825

4/27/87

HARVEY,ND

A/C Reg. No. N9736P

Time (Lcl) - 1530 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 863 4/28/87 VALLEY CITY,ND A/C Reg. No. N6749Z Time (Lcl) - 1800 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-25

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2900

No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2B5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 235 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/015 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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,ME LAND

Age - 62

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 10480	Last 24 Hrs	- 1
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Make/Model-	1	Last 30 Days-	UNK/NR
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Instrument-	190	Last 90 Days-	26
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Multi-Eng	- 720
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Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PILOT WAS TRYING OUT AN ACFT WITH THE STATED INTENTION OF LEASING IT. A TAKEOFF WAS PLANNED FROM A STRETCH OF GRAVEL ROAD. DURING THE TAKEOFF GROUND RUN, THE ACFT BECAME AIRBORNE THEN TOUCHED DOWN IN A FIELD, BOUNCED ACROSS AN INTERSECTING ROAD AND CAME TO REST IN ANOTHER FIELD. THE ACFT WAS LOADED WITH WATER IN THE HOPPERS, THEREFORE, NO HAZMAT SPILL OCCURRED DURING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 863

4/28/87

VALLEY CITY,ND

A/C Reg. No. N6749Z

Time (Lc1) - 1800 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND

2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 988 5/22/87 EMERADO,ND A/C Reg. No. N8088P Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
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- 030/005 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - 2300 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VALLEY CITY,ND
Destination
GRAND FORKS,ND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1900	Last 24 Hrs - 2
Make/Model- 800	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS EN ROUTE ON A PERSONAL FLT. THIRTEEN MILES FROM HIS DESTINATION, HE SMELLED OIL FUMES AND THE CABIN FILLED WITH OIL SMOKE. THE ENGINE OIL PRESSURE DROPPED TO ZERO. THE PLT SHUT DOWN THE ENGINE, VENTILATED THE CABIN, AND DECLARED AN EMERGENCY TO THE DESTINATION TOWER, GFK, GIVING HIS LOCATION AND INTENTIONS. THE PLT SELECTED A PAVED COUNTY ROAD FOR THE FORCED LANDING. JUST PRIOR TO TOUCHDOWN, THE PLT SELECTED "GEAR DOWN." THE ACFT WAS TOO LOW TO COMPLETE THE GEAR EXTENSION AND AT TOUCHDOWN, THE GEAR COLLAPSED. A POST ACCIDENT INVESTIGATION REVEALED A BROKEN OIL LINE WHICH HAD EMPTIED THE ENGINE OIL SUPPLY.

Brief of Accident (Continued)

File No. - 988

5/22/87

EMERADO,ND

A/C Reg. No. N8088P

Time (Lc1) - 1530 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - FAILURE,TOTAL
 2. FLUID,OIL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. LANDING GEAR - UNLOCKED
 4. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
 5. GEAR DOWN AND LOCKED - NOT ATTAINED - 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. - 984 5/30/87 SAWYER,ND A/C Reg. No. N1677V Time (Lcl) - 1330 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
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 300/005 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PERHAM,MN
Destination
MINOT,ND

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 140

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3000 Last 24 Hrs - 3
Make/Model- 150 Last 30 Days- UNK/NR
Instrument- 170 Last 90 Days- 68
Multi-Eng - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT AND HIS WIFE WERE ON A CROSS COUNTRY FLT AND WERE LANDING FOR REFUELING. ON FINAL, THE ACFT BEGAN AN UNCOMMANDED LEFT TURN AS LANDING FLAPS WERE SELECTED. THE PLT WAS UNABLE TO CORRECT THE TURN AND STRUCK TREES SHORT OF THE PRIVATE AIRSTRIP. THE ACFT HAD COMPLETED ABOUT 90 DEGREES OF LEFT TURN FROM RWY HEADING. A POST ACCIDENT INSPECTION REVEALED NO EVIDENCE OF ANY MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 984

5/30/87

SAWYER,ND

A/C Reg. No. N1677V

Time (Lcl) - 1330 CDT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 915 8/28/87 GRASSY BUTTE,ND A/C Reg. No. N2413C Time (Lcl) - 1800 MDT

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

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

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CANDO,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 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 - TRAFFIC PATTERN	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 510
SE LAND	Months Since - 17	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 124
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

N2413C, A CESSNA 180, WAS LANDING IN TEDDY ROOSEVELT NATIONAL PARK WHERE THE PLT AND HIS PASSENGERS INTENDED TO HUNT DEER. A FLAT, GRASSY AREA ON A RIDGE WAS SELECTED FOR LANDING. THE AREA WAS CHECKED AND MARKED OFF BY FRIENDS OF THE PLT BEFORE THE LANDING ATTEMPT; HOWEVER, THE PLT SAID THE MARKED AREA WAS SHORTER THAN HE HAD REQUESTED. DURING THE LANDING ROLL THE ACFT ENCOUNTERED A DROP OFF AND THE RT MLG COLLAPSED RESULTING IN DAMAGE TO THE FIREWALL AND RT WING.

Brief of Accident (Continued)

File No. - 915

8/28/87

GRASSY BUTTE,ND

A/C Reg. No. N2413C

Time (Lcl) - 1800 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 879 6/21/87 ANTIOCH,NE A/C Reg. No. N1363Q Time (Lcl) - 1030 CDT

-----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	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	ALLIANCE,NE	PRIVATE STRIP
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1900
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 431
SE LAND	Months Since - 10	Last 24 Hrs - 0
	Aircraft Type - C-182RG	Make/Model- 80
		Instrument- 62
		Last 30 Days- UNK/NR
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RWY WAS 1900 FEET LONG WITH 5500 FT DENSITY ALTITUDE. WITH PILOT AND PASSENGER AND 30 DEGREES OF FLAPS AND CALM WIND, AIRPLANE LIFTED OFF, CLEARED FENCE AND ROAD. PILOT SAID HE LOWERED THE NOSE AND RAISED FLAPS TO 20 DEGREES BUT MAY HAVE RETRACTED THEM FULLY. AIRPLANE SETTLED TO SWAMPY TERRAIN AND WENT INVERTED.

Brief of Accident (Continued)

File No. - 879

6/21/87

ANTIOCH,NE

A/C Reg. No. N1363Q

Time (Lc1) - 1030 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
5. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

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. - 878 6/23/87 LINCOLN, NE A/C Reg. No. N66686 Time (Lcl) - 2122 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150	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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LINCOLN MUNIC.
Wind Dir/Speed- 360/008 KTS	ATC/Airspace	Runway Ident - 35R
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - 1268
SE LAND,ME LAND	Months Since - 2	Make/Model- 193
	Aircraft Type - UNK/NR	Instrument- 122
		Multi-Eng - 400
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 84

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING AN IFR SIMULATED NDB APPROACH TO RUNWAY 35L, PIC SIDE-STEPPED TO LAND VFR ON 35R. DURING BASE LEG ACFT HAD A PARTIAL POWER LOSS FOLLOWED SHORTLY BY TOTAL POWER LOSS. PIC INFORMED CONTROL TOWER OF THE EMERGENCY AND MADE A FORCED LDG IN A FARM FIELD. DURING THE LANDING ROLL ACFT NOSED OVER AND WAS SUBSTANTIALLY DAMAGED. PIC AND PASSENGER WERE NOT INJURED. A TOXICOLOGICAL ANALYSES TO DETERMINE ALCOHOL INVOLVEMENT OF THE PIC PROVED NEGATIVE. WX COND WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE. NO MALFUNCTION OF THE ENG COULD BE FOUND ON POST ACC INSPECTION.

Brief of Accident (Continued)

File No. - 878

6/23/87

LINCOLN, NE

A/C Reg. No. N66686

Time (Lcl) - 2122 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - BASE TO FINAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - ICE
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 932 1/28/87 ANTRIM, NH A/C Reg. No. N3624J Time (Lcl) - 1700 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-HOVER	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- HUGHES 269D	Eng Make/Model	- LYCOMING H10-360-DIA	ELT Installed/Activated	- NO -N/A
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	- 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- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</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</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 - NONE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>HAWTHORNE FEATHER</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - SNOW</p> <p>Runway Status - SNOW - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 286
	Months Since - 0	Make/Model- 227
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft - 279

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE HOVER, THE PILOT LOST DIRECTIONAL CONTROL AND THE HELICOPTER PITCHED UP AT AN ANGLE OF ABOUT 20-25 DEGREES CAUSING THE TAIL ROTOR TO CONTACT THE SNOW. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, BUT THERE WERE NO INJURIES. THE CFI STATED THAT SHE SHOULD HAVE BEEN HOVERING AT A HIGHER ALTITUDE OVER SOMETHING WHICH DEPTH PERCEPTION WOULD NOT HAVE BEEN EASILY CONFUSED.

Brief of Accident (Continued)

File No. - 932

1/28/87

ANTRIM,NH

A/C Reg. No. N3624J

Time (Lcl) - 1700 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation HOVER

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation HOVER

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) 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. - 815 4/15/87 ALBUQUERQUE,NM A/C Reg. No. N5280Q Time (Lcl) - 1700 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	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 - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-230-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 - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CORONADO
Wind Dir/Speed- 300/017 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4020/ 60
Lowest Sky/Clouds - 25000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 18
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PRACTICING UNSUPERVISED SOLO FLT IN GUSTY CROSS WINDS. HE BECAME DISTRACTED ON TAKEOFF AND FAILED TO CORRECT FOR A LEFT DRIFT. AT THIS POINT HE HAD TAKEN OUT ALL AILERON CORRECTION AND WHEN THE LEFT WING CAME UP, HE ALSO ADDED LEFT RUDDER. AN ATTEMPT WAS MADE TO ABORT THE TAKEOFF BY FORWARD PRESSURE ON THE CONTROL YOKE. THROTTLE WAS NOT REDUCED AND THE PROPELLER STRUCK THE RWY SEVERAL TIMES. THE ACFT DEPARTED THE RWY TO THE LEFT AND THE RIGHT WING STRUCK A RWY LIGHT. THE ACFT BECAME AIRBORNE FROM A SMALL RISE AND FLEW INTO THE CORNER OF A HANGAR, CAUSING PROPELLER CONTACT WITH THE HANGAR WALL. THE AIRCRAFT CAME TO REST AFTER REBOUNDED FROM THE HANGAR.

Brief of Accident (Continued)

File No. - 815

4/15/87

ALBUQUERQUE, NM

A/C Reg. No. N5280Q

Time (Lc1) - 1700 MDT

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN
1. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
4. OBJECT - RUNWAY LIGHT
5. OBJECT - BUILDING(NONRESIDENTIAL)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 824 4/18/87 ALBUQUERQUE, NM A/C Reg. No. N100VL Time (Lcl) - 0800 MDT

-----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 -TEST
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - DEVORE SUNBIRD 100
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1375
No. of Seats - 2

Eng Make/Model - EMDAIR 2 CYCLE
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 45 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 180/003 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
ALBUQUERQUE, NM
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2888
Make/Model- 0
Instrument- 935
Multi-Eng - 1300
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 38
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN EXPERIMENTAL DESIGNED PROTOTYPE ACFT WAS BEING FLOWN ON ITS FIRST FLT. THE ACFT TOOK OFF AND FLEW IN GROUND EFFECT BEYOND THE ARPT BOUNDARY. AT FULL PWR, THE ACFT COULD NOT MAINTAIN ALTITUDE AND DESCENDED UNCONTROLLED TO AN IMPACT WITH THE TERRAIN. THE NOSE GEAR COLLAPSED AND THE ACFT NOSED OVER. ORIGINAL DESIGN OF THE ACFT WAS 950 LBS GW WITH A 60 HP ENG. AS THIS PROTOTYPE WAS EQUIPPED ITS CLIMB RATE WAS A MINUS 75 FT/MIN. IN A POST FLT TEST THE INVOLVED ENG PRODUCED LESS THAN 40 HP. THE ACC PLT STEPPED INTO THE PROGRAM 10 DAYS BEFORE THE ACC AFTER THE ORIGINAL CONTRACTED TEST PLT QUIT. THE TEST WAS FLOWN IN SPITE OF SOME OF THE TECHNICIANS SKEPTICISM OF SUCCESS.

Brief of Accident (Continued)

File No. - 824

4/18/87

ALBUQUERQUE,NM

A/C Reg. No. N100VL

Time (Lc1) - 0800 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - INADEQUATE
2. PERFORMANCE DATA - INADEQUATE - MANUFACTURER
3. MAINTENANCE,DESIGN CHANGE - NOT UNDERSTOOD - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 828 4/19/87 SANTA ROSA,NM A/C Reg. No. N9145R Time (Lcl) - 1810 MDT

-----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 -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-L3C5D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 235 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- 210/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLOVIS,NM
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1120
Make/Model- 30
Instrument- 255
Multi-Eng - UNK/NR
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 64
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AN A & P ACFT MECHANIC WHO ADDITIONALLY WAS A COMMERCIAL PLT WAS OPERATING A BORROWED ACFT ON A LOCAL FLT. HE LANDED ON AN ISLAND IN A LAKE AND SHUT DOWN. LATER, WHEN AIRBORNE ON TAKEOFF, THE RIGHT ELEVATOR STRUCK A SMALL TREE AND THE ACFT YAWED RIGHT. THE PLT LOST CONTROL AND THE ACFT IMPACTED WITH THE SANDY, GRASS COVERED GROUND.

Brief of Accident (Continued)

File No. - 828

4/19/87

SANTA ROSA,NM

A/C Reg. No. N9145R

Time (Lcl) - 1810 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 858 8/03/87 ALBUQUERQUE, NM A/C Reg. No. N5001Q Time (Lcl) - 0730 MDT

-----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	- BELL 206B	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- TURBOSHAFT		
No. of Seats	- 5	Rated Power	- 425 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	ALBUQUERQUE, NM	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	CORONADO
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	Type of Clearance	Runway Surface
Precipitation	- NONE	- DIRT
Condition of Light	Type Apch/Lndg	Runway Status
	- FORCED LANDING	- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10025
SE LAND	Months Since - 7	Make/Model - 1025
HELICOPTER	Aircraft Type - C-206	Instrument - 150
		Multi-Eng - 3000
		Last 24 Hrs - 0
		Last 30 Days - 40
		Last 90 Days - 50
		Rotorcraft - 1025

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CRUISE FLT A PARTIAL POWER FAILURE OCCURRED REQUIRING A FULL EMERG AUTOROTATIVE LANDING TO BE CONDUCTED TO AN UNEVEN DIRT AREA. FOLLOWING TOUCHDOWN THE ACFT SLID FORWARD AND THE TAIL ROSE CAUSING THE MAIN ROTOR TO CONTACT THE TAIL BOOM SEVERING THE LAST THREE FEET. THERE WERE NO INJURIES AND THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. THE POWER LOSS WAS DUE TO A SEPARATION OF THE ENG GOVERNOR PYV VALVE CAUSING THE ENG TO DECELERATE TO A BELOW IDLE CONDITION. NO DETERMINATION COULD BE MADE AS TO THE CAUSE OF THE SEPARATION.

Brief of Accident (Continued)

File No. - 858

8/03/87

ALBUQUERQUE,NM

A/C Reg. No. N5001Q

Time (Lcl) - 0730 MDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM,DUMP VALVE - FAILURE,PARTIAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - INADEQUATE - PILOT IN COMMAND
 3. MISC ROTORCRAFT,TAIL BOOM - PENETRATED
 4. MISC ROTORCRAFT,TAIL BOOM - SEPARATION
-

-----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. - 904 2/08/87 LANESVILLE, NY A/C Reg. No. N973E Time (Lc1) - 1800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - CRUISE

Aircraft Damage

DESTROYED

Fire
ON GROUND

Crew
Pass

Fatal
1
3

Injuries

Serious

Minor

None

0
0
0
0
0

-----Aircraft Information-----

Make/Model - BEECH 95-B55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - UNK/NR

Eng Make/Model - CONTINENTAL IO-470-L
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 - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 140/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 3500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
RICHMOND, VA

Destination
MORRISVILLE, VT

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, ME LAND, SE SEA
GLIDER

Age - 56

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 12192
Make/Model- UNK/NR
Instrument- 1056
Multi-Eng - 4929
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND HIS FAMILY DPTD 2/8/87 ON A SKI TRIP TO VT. THE FLT DID NOT ARRIVE. THE ACFT WAS FND ON A MTN PLATEAU ON 5/2/87. WX CONDITIONS RPTDLY DETERIORATED AND DARKNESS WAS APCHING AT THE ESTIMATED TIME OF THE ACDT, SHORTLY AFTER SUNSET. THE ACFT IMPACTED IN A LEVEL ATTITUDE AND IN CRUISE CONFIGURATION. NO MECHANICAL MALFUNCTIONS WERE FOUND.

Brief of Accident (Continued)

File No. - 904

2/08/87

LANESVILLE, NY

A/C Reg. No. N973E

Time (Lcl) - 1800 EST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - OBSCURATION
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. LIGHT CONDITION - DUSK
7. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
8. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,7

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. - 803 5/27/87 MISSING ACFT, A/C Reg. No. N2652B Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-COMMUTER

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -UNKNOWN

Aircraft Damage

DESTROYED

Fire

UNK/NR

Fatal

1

Crew

0

Pass

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 402C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6850
No. of Seats - 10

Eng Make/Model - CONTINENTAL TS10-520-VB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 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 - UNK/NR
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WEST PALM BEACH, FL
Destination
MARSH HARBOUR

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 - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP
SE LAND, ME LAND, SE SEA

Age - 56

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - 580

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 16740 Last 24 Hrs - UNK/NR
Make/Model- 165 Last 30 Days- UNK/NR
Instrument- 2600 Last 90 Days- 85
Multi-Eng - 16470

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON 5/27/87 AT ABOUT 0915 EDT, THE PLT DEPARTED PALM BEACH INTL ARPT (PBI) ON A FLT TO MARSH HARBOUR, GREAT ABACO ISLAND, BAHAMAS. WHEN THE ACFT DID NOT ARRIVE AT THE DESTINATION, A SEARCH WAS INITIATED. THE ACFT WAS NOT FND & WAS PRESUMED TO HAVE BEEN DESTROYED. THE PLT WAS PRESUMED TO HAVE BEEN FATALLY INJURED. RADAR DATA REVEALED THAT THE ACFT HAD DEPARTED TOWARD MARSH HARBOUR, BUT THE LAST CONTACT WITH THE FLT WAS APRX 12 MI EAST OF PBI. AN ACFT WAS SEEN FLYING EASTBOUND OVER THE DESTN ARPT AT ABOUT THE TIME OF THE ESTIMATED ARRIVAL TIME. ALSO, ANOTHER PLT THOUGHT SHE HEARD A RADIO TRANSMISSION FROM THE MISSING ACFT WHEN THE PLT RPRTD IN THE VCNTY OF GRAND BAHAMA ISLAND.

Brief of Accident (Continued)

File No. - 803

5/27/87

MISSING ACFT,

A/C Reg. No. N2652B

Time (Lc1) - UNK/NR

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)
1. 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. - 962 5/18/87 OXFORD, OH A/C Reg. No. N436 Time (Lcl) - 1855 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA T337G	Eng Make/Model - CONTINENTAL TS10-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4630	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	MIDDLETOWN, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	CHARLESTON, WV	MIAMI UNIVERSITY
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 800 FT	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 323
SE LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - 182	Last 30 Days- UNK/NR
		Last 90 Days- 35
		Multi-Eng - 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ADVISED AGAINST ATTEMPTING A VISUAL FLIGHT WITH RAIN AND THUNDERSTORM ACTIVITY ALONG THE INTENDED ROUTE OF FLIGHT. APPROACH CONTROL INSTRUCTED HIM TO MAINTAIN VISUAL CONDITIONS AND NOT TO ENTER THE CLOUDS. THE PILOT LOST CONTROL OF THE AIRCRAFT AFTER REPORTING ENTERING THE CLOUDS. THE PILOT WAS NOT QUALIFIED TO OPERATE AS PILOT IN COMMAND OF THE C-337. WITNESSES NEAR ACCD SITE INDICATED THE ACFT CAME OUT OF CLOUDS 800 FT ABOVE THE GROUND IN A DESCENDING RIGHT TURN.

Brief of Accident (Continued)

File No. - 962

5/18/87

OXFORD,OH

A/C Reg. No. N436

Time (Lc1) - 1855 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - GROUND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

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. - 928 6/09/87 UNITY,OH A/C Reg. No. N3965M Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- 330/011 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEAVER FALLS,PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1845 Last 24 Hrs - 8
Make/Model- 771 Last 30 Days- UNK/NR
Instrument- 277 Last 90 Days- 267
Multi-Eng - 239

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI REPORTED THAT HE REDUCED PWR TO NEAR IDLE WITH THE THROTTLE, TO HAVE HIS STUDENT PRACTICE A SIMULATED FORCED LDG. THE ENGINE SUBSEQUENTLY LOST PWR COMPLETELY AT ABOUT 400-500 FT AGL WHEN HE ATTEMPTED TO ADD PWR BACK SO THAT THE STUDENT COULD INITIATE A GO-AROUND. SUBSEQUENT EFFORTS TO REGAIN PWR WERE UNSUCCESSFUL, AND A FORCED LDG WAS MADE IN A FIELD. THE CFI NOTED THAT HE HAD INCREASED THE PWR MOMENTARILY SEVERAL TIMES DURING DESCENT TO "CLEAR" THE ENGINE, AND THAT HE WAS "SLOWLY" OPENING THE THROTTLE WHEN THE ENGINE LOST PWR. POST-ACCIDENT EXAMINATION OF THE AIRPLANE AND ENGINE BY THE FAA REVEALED NO EVIDENCE OF ANY PRE-EXISTING MALFUNCTION OR FAILURE.

Brief of Accident (Continued)

File No. - 928

6/09/87

UNITY, OH

A/C Reg. No. N3965M

Time (Lcl) - 1730 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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. - 989 6/19/87 MIDDLEFIELD, OH A/C Reg. No. N8391E Time (Lcl) - 1150 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
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- UNK/NR
Visibility - 5.0 SM
Lowest Sky/Clouds - SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
MIDLAND, VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

GEAUGA COUNTY
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - M20A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 970	Last 24 Hrs - 1
Make/Model- 800	Last 30 Days- UNK/NR
Instrument- 43	Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT STRUCK A FENCE DURING A FORCED LDG, FOLLOWING A LOSS OF ENGINE PWR IN FLIGHT. THE PLT REPORTED THAT HE HAD TOPPED OFF BOTH MAIN FUEL TANKS PRIOR TO DEPARTURE. ABOUT 10 MINUTES AFTER DEPARTURE AT ABOUT 4000 FT MSL, HE SMELLED FUEL FUMES IN THE COCKPIT. HE OBSERVED THAT THE FUEL LEVEL GAUGE FOR THE TANK IN USE WAS INDICATING 1/2 FULL. THE ENGINE COMPLETELY LOST POWER SHORTLY THEREAFTER. EFFORTS TO RESTART THE ENGINE BY TURNING ON THE BOOST PUMP AND SWITCHING TANKS WERE UNSUCCESSFUL. POST-CRASH EXAM OF THE ACFT BY THE FAA REVEALED EVIDENCE OF A FUEL GASCOLATOR LEAK. THE GASCOLATOR GASKETS APPEARED TO BE HOMEMADE. NO PROBLEMS WERE FOUND TO EXIST IN THE REST OF THE FUEL SYSTEM OR THE ENGINE. THE ACFT HAD ACQUIRED 2 HRS FLT TIME SINCE THE LAST ANNUAL, WHICH WAS ACCOMPLISHED 3 WEEKS BEFORE THE ACCIDENT. THE MECHANIC WHO PERFORMED THE ANNUAL REPORTED THAT HE HAD DISASSEMBLED AND CLEANED THE GASCOLATOR PRIOR TO COMPLETING THE INSPECTION.

Brief of Accident (Continued)

File No. - 989

6/19/87

MIDDLEFIELD, OH

A/C Reg. No. N8391E

Time (Lc1) - 1150 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM, STRAINER - LEAK
 2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
 3. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 886 7/31/87 SALLISAW,OK A/C Reg. No. N150RG Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
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- 020/004 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ROCKDALE, TX
Destination
OSHKOSH, WI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SALLISAW
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 104
Make/Model- 11
Instrument- 0
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE TERRAIN NEAR THE SALLISAW, OKLAHOMA AIRPORT. VISUAL METEOROLOGICAL CONDITIONS PREVAILED AT THE TIME OF THE ACCIDENT. THE PILOT STATED THAT THE ENGINE QUIT AND HE ATTEMPTED A FORCED LANDING TO A FIELD. HOWEVER, THE PILOT STATED THAT THE AIRCRAFT IMPACTED TREES AND THEN IMPACTED WATER IN A MINING PIT. THE AIRCRAFT SANK IN APPROXIMATELY 35 FEET OF WATER. THE CAUSE OF THE ENGINE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 886

7/31/87

SALLISAW,OK

A/C Reg. No. N150RG

Time (Lc1) - 1300 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - WATER, GLASSY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 952 9/17/87 JENKS,OK A/C Reg. No. N9520M Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	BENTONVILLE,AR	R.L. JONES, JR.
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 18R
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WET
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 475
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - M20F	Make/Model- 41
		Last 30 Days- 1
		Instrument- 75
		Last 90 Days- 20
		Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ENGINE FAILED DURING INITIAL CLIMB. AIRCRAFT COLLIDED WITH AIRPORT PERIMETER FENCE AND SLID ACROSS ROAD DURING LANDING ATTEMPT. WATER WAS FOUND IN THE FUEL DISTRIBUTOR SYSTEM FOLLOWING THE ACCIDENT.

Brief of Accident (Continued)

File No. - 952

9/17/87

JENKS,OK

A/C Reg. No. N9520M

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - 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)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. OBJECT - FENCE

-----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. - 953 9/23/87 MARLOW, OK A/C Reg. No. N17315 Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - AERIAL APPLICATION	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - G&C HELICOPTERS, EL TOMCAT MK5A	Eng Make/Model - LYCOMING VO-435-A1E	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 260 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- 210/009 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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 670
	Months Since - 17	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - 47	Make/Model- 20
		Last 30 Days- 20
		Instrument- 0
		Last 90 Days- 25
		Rotorcraft - 670

Instrument Rating(s) - NONE

-----Narrative-----

PILOT FAILED TO SEE AND AVOID TREE AT END OF SWATH RUN DURING A SPRAYING OPERATION. AFTER CONTACTING THE TREE, THE HELICOPTER STARTED TO SPIN AND STRUCK THE GROUND IN AN APPROXIMATE 90 DEGREE RIGHT BANK AND STARTED TO BURN.

Brief of Accident (Continued)

File No. - 953

9/23/87

MARLOW,OK

A/C Reg. No. N17315

Time (Lcl) - 1330 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. OBJECT - TREE(S)
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 954 10/07/87 YUKON,OK A/C Reg. No. N3419W Time (Lcl) - 1830 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
DESTROYED

Fire
NONE

Crew
Pass

	Injuries			
	Fatal	Serious	Minor	None
	0	1	0	0
	0	0	0	0

-----Aircraft Information-----

Make/Model - WARD CASSUTT 3M
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 935
No. of Seats - 1

Eng Make/Model - CONTINENTAL C-85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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

Itinerary

Last Departure Point
YUKON,OK
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

C.E. PAGE
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

Wind Dir/Speed- 070/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 - 53

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 459	Last 24 Hrs	- UNK/NR
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	10	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING INITIAL CLIMB THE ENGINE FAILED AND THE PILOT WAS UNABLE TO GET A RESTART. THE PILOT, WHO WAS ALSO THE BUILDER OF THE AIRCRAFT, WAS AWARE THAT IN CERTAIN ATTITUDES THE ENGINE WOULD FAIL DUE TO FUEL STARVATION AND THAT BY CHANGING THE AIRCRAFT ATTITUDE A RESTART COULD BE ACCOMPLISHED. ON THIS FLIGHT THE PILOT WAS NOT ABLE TO RESTART THE ENGINE PRIOR TO COLLIDING WITH THE GROUND.

Brief of Accident (Continued)

File No. - 954

10/07/87

YUKON,OK

A/C Reg. No. N3419W

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL SYSTEM - INOPERATIVE
3. MAINTENANCE,INSTALLATION - IMPROPER - 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)

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 836 4/03/87 GRANTS PASS,OR A/C Reg. No. N6901V Time (Lcl) - 1030 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point GRANTS PASS,OR	
Method - N/A	Destination MEDFORD,OR	Airport Data
Completeness - N/A		JOSEPHINE COUNTY
Basic Weather - VMC	ATC/Airspace	Runway Ident - 30
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
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 - UNK/NR	Total - 343
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 85
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF THE PILOT REALIZED THAT HE HAD NO AIRSPEED INDICATION DUE TO HIS FORGETTING TO REMOVE THE PITOT COVER DURING PREFLIGHT. THE PILOT RETURNED TO LAND AT THE AIRPORT AND LANDED GEAR UP.

Brief of Accident (Continued)

File No. - 836

4/03/87

GRANTS PASS,OR

A/C Reg. No. N6901V

Time (Lc1) - 1030 PST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. MISC EQPT/FURNISHINGS - NOT REMOVED
3. FLIGHT/NAV INSTRUMENTS,AIRSPD INDICATOR - INOPERATIVE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,ANXIETY/APPREHENSION - PILOT IN COMMAND
6. CHECKLIST - NOT USED - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,6

Factor(s) relating to this accident is/are finding(s) 5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 837 6/26/87 DALLAS,OR A/C Reg. No. N5270D Time (Lcl) - 1745 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	0	1
Accident Occurred During -LANDING			0	0	1
					0

-----Aircraft Information-----

Make/Model - CESSNA 180A	Eng Make/Model - CONTINENTAL O-470 K	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	RENTON,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DALLAS,OR	DALLAS
Wind Dir/Speed- 300/015 KTS	ATC/Airspace	Runway Ident - 07
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 70
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 - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 982
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 318
		Instrument- 57
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INADVERTENTLY LANDED WITH A QUARTERING GUSTING TAILWIND. ON LANDING ROLLOUT THE AIRCRAFT NOSED OVER INVERTED.

Brief of Accident (Continued)

File No. - 837

6/26/87

DALLAS,OR

A/C Reg. No. N5270D

Time (Lc1) - 1745 PDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
-

----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. - 838 6/28/87 BEND,OR A/C Reg. No. N8713E Time (Lcl) - 0935 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	3	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32R-300
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/005 KTS
Visibility - 45.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SUNRIVER,OR
Destination
PENTICTON,CD

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SUNRIVER
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	741	Last 24 Hrs -	3
Make/Model-	60		Last 30 Days-	UNK/NR
Instrument-	9		Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF A PARTIAL LOSS OF POWER OCCURRED AND THE PILOT WAS NOT ABLE TO MAINTAIN ALTITUDE AND AIRSPEED. THE PILOT WAS NOT ABLE TO RETRACT THE GEAR DUE TO THE LOW AIRSPEED BECAUSE THE AUTOMATIC GEAR EXTENSION SYSTEM WAS NOT IN THE OVERRIDE POSITION. NORMAL OPERATIONS DO NOT UTILIZE THE GEAR OVERRIDE. THE AIRCRAFT CLEARED TREES AT THE DEPARTURE END OF THE RUNWAY AND DESCENDED ONTO A BOAT DOCK AND THE GROUND. IT WAS FOUND THAT FOUR OUT OF THE SIX TOP SPARK PLUGS WERE NOT FIRING. THE DENSITY ALTITUDE AT THE TIME OF THE ACCIDENT COMPUTES TO ABOUT 6,200 FEET.

Brief of Accident (Continued)

File No. - 838

6/28/87

BEND,OR

A/C Reg. No. N8713E

Time (Lcl) - 0935 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. IGNITION SYSTEM, SPARK PLUG - INOPERATIVE

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Finding(s)

3. LANDING GEAR - NOT SWITCHED

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 931 2/01/87 BUTLER, PA

A/C Reg. No. N79881

Time (Lcl) - 1630 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 220/010 KTS
Visibility - 26.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONONGAHELA, PA
Destination
BUTLER, PA

Airport Proximity
ON AIRPORT

Airport Data

BUTLER COUNTY
Runway Ident - 26
Runway Lth/Wid - 4000/ 100
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)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	82	Last 24 Hrs -	1
Make/Model-	8	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	5	

Instrument Rating(s) - NONE

-----Narrative-----

THE PERSONAL FLIGHT WITH FOUR OCCUPANTS ON BOARD LANDED ABOUT 40 FEET SHORT OF THE RUNWAY AFTER COMPLETING TWO SUCCESSFUL TOUCH AND GO LANDINGS. PILOT STATED THAT THE WIND WAS AT 220 DEGREES AT 10 KNOTS.

Brief of Accident (Continued)

File No. - 931

2/01/87

BUTLER, PA

A/C Reg. No. N79881

Time (Lc1) - 1630 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 923 6/03/87 GREENVILLE, SC A/C Reg. No. N1859A Time (Lcl) - 0719 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 - BEECH A36	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	ATLANTA, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHARLOTTE, NC	GREENVILLE DOWNTOWN
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 6.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5393/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- HAZE	FULL STOP	
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)
COMMERCIAL, CFI	Current - YES	Total - 1339
SE LAND, ME LAND, SE SEA	Months Since - 4	Make/Model- 39
	Aircraft Type - A36	Instrument- 199
		Multi-Eng - 202
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE A PRECAUTIONARY LDG AFTER EXPERIENCING ACFT ELECTRICAL PROBLEMS AND OBSERVING THE AMMETER INDICATE DISCHARGING. THE NOSE AND RT MAIN LDG GEAR COLLAPSED DURING ROLLOUT BRAKING. THE PLT REPORTED THAT THE GEAR HAD EXTENDED PRIOR TO LDG USING THE NORMAL ELECTRICALLY-OPERATED SYSTEM, BUT THAT THE GEAR DOWN & LOCKED INDICATOR LIGHTS DID NOT ILLUMINATE; HE SUBSEQUENTLY ATTEMPTED TO MANUALLY EXTEND THE GEAR, BUT "COULD NOT" TURN THE HANDCRANK TO DO SO. AFTER RECYCLING THE GEAR ELECTRICALLY, A TWR FLY-BY WAS MADE AND ATC ADVISED HIM THAT THE GEAR "APPEARED" TO BE DOWN. A MECHANIC WHO ARRIVED ON SCENE SHORTLY AFTER THE ACCIDENT OCCURRED RPTD THAT THE PLT STATED HE HAD "FORGOTTEN" TO USE THE MANUAL SYSTEM. THE MECHANIC LATER OPERATED THE HANDCRANK AND FOUND THAT IT APPEARED TO ROTATE NORMALLY. EXAMINATION OF THE ACFT BY THE FAA REVEALED THAT THE GEAR DOWN & LOCKED INDICATING SYSTEM WAS FUNCTIONAL. NO PROBLEMS WERE RPTD WITH THE REST OF THE ACFT ELECTRICAL SYSTEM.

Brief of Accident (Continued)

File No. - 923

6/03/87

GREENVILLE, SC

A/C Reg. No. N1859A

Time (Lc1) - 0719 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ELECTRICAL SYSTEM - UNDETERMINED

Occurrence #2 GEAR COLLAPSED

Phase of Operation LANDING - ROLL

2. LANDING GEAR - UNLOCKED
3. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND
4. GEAR DOWN AND LOCKED - NOT OBTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 832 7/03/87 GREENVILLE, SC

A/C Reg. No. N7420U

Time (Lcl) - 0800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 8B
Landing Gear - N/A
Max Gross Wt - 2020
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - UNK/NR
Wind Dir/Speed- 200/009 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
GREENVILLE, SC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

DONALDSON CENTER
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON

Age - UNK/NR

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 457

Make/Model- 7

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 25

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

BALLOON DTPTD LAUNCH SITE ABOUT SIX MILES SW OF LANDING AIRPORT FOR A KEY GRAB DURING A BALLOON RALLEY. WIND WAS ABOUT SEVEN KTS ACCORDING TO PIC. APPROACHING FIELD TO LAND BASKET WAS DRAGGED THROUGH TREE TOPS TO SLOW BALLOON. POWER LINE HIDDEN BY THE TREES WAS STRUCK AND SEPARATED BY BASKET. BALLOON TOUCHED DOWN HARD WHICH RESULTED IN ONE PAX FALLING ONTO 2ND PAX BREAKING HER LOWER LEG.

Brief of Accident (Continued)

File No. - 832

7/03/87

GREENVILLE, SC

A/C Reg. No. N7420U

Time (Lcl) - 0800 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE, STATIC
 2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 960 10/14/87 COLUMBIA, SC

A/C Reg. No. N5117B

Time (Lcl) - 1255 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1675
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 040/008 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
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

COLUMBIA METRO
Runway Ident - 05
Runway Lth/Wid - 4999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 41
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 36
Make/Model- 36
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 32

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS FLYING SOLO FOR THE FIRST TIME. TWO LANDINGS HAD BEEN COMPLETED SUCCESSFULLY. THE PILOT MISJUDGED THE FINAL APPROACH AND TOUCHED DOWN SHORT OF THE RUNWAY. THE AIRCRAFT LANDED HARD CAUSING THE NOSE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 960

10/14/87

COLUMBIA, SC

A/C Reg. No. N5117B

Time (Lcl) - 1255 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 921 10/18/87 CLARKS HILL, SC A/C Reg. No. N98806 Time (Lcl) - 1800 EDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					1

-----Aircraft Information-----

Make/Model	- PIPER J-3	Eng Make/Model	- CONTINENTAL C-85-12	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1170	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 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- 120/003 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>AUGUSTA, GA</p> <p>Destination</p> <p>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 - NONE</p>	<p>Airport Proximity</p> <p>UNK/NR</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>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 853</p> <p>Make/Model- 60</p> <p>Instrument- 69</p> <p>Multi-Eng - 266</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 194</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CIRCLING ABOUT 200 FEET ABOVE THE TREES WHEN THE PILOT BEGAN A CLIMBING TURN. AS HE LEVELED THE WINGS THE AIRCRAFT BEGAN TO DESCEND. THE PILOT APPLIED FULL POWER AND EASED FORWARD ON THE CONTROL STICK LOWERING THE AIRCRAFT NOSE SLIGHTLY. WHEN HE PULLED BACK ON THE FLIGHT CONTROL THE AIRCRAFT CONTINUED TO DESCEND INTO THE TREES. THE PILOT REPORTED HE WAS ONLY ABLE TO MOVE THE CONTROL STICK THROUGH APRX 50% OF ITS TRAVEL WHEN HE ATTEMPTED TO LEVEL THE AIRCRAFT. HE FELT THAT THE BOTTOM REAR SEAT CUSHION MAY HAVE SLID FORWARD, AS IT HAD PREVIOUSLY, RESTRICTING THE CONTROL STICK TRAVEL.

Brief of Accident (Continued)

File No. - 921

10/18/87

CLARKS HILL, SC

A/C Reg. No. N98806

Time (Lcl) - 1800 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. FUSELAGE, SEAT - LOOSE
2. FLT CONTROL SYST, YOKE/CONTROL STICK - BLOCKED(PARTIAL)
3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
5. ALTITUDE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

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

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 826 4/21/87 CONDE, SD A/C Reg. No. N9069T Time (Lcl) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 182C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/017 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

SIOUX FALLS, SD

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 - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 155

Make/Model- 28

Instrument- 3

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 28

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS MAKING A LANDING TO A GRAVEL ROAD DURING A BUSINESS FLT. THIS SAME ROAD LANDING AREA HAD BEEN USED FREQUENTLY. THE WINDS WERE ESTIMATED BY THE PLT AS 030 DEGREES AT 17 KNOTS, GUSTING TO 24 KNOTS. THE APPROACH AND LANDING WAS TO THE WEST ON THE EAST-WEST ROAD. THE QUARTERING TAIL WIND PUSHED THE ACFT TO THE LEFT AFTER TOUCHDOWN. THE PLT ADDED FULL PWR AND ATTEMPTED A GO-AROUND. THE LEFT MAIN GEAR ENGAGED THE TOP WIRE OF A FENCE AND THE ACFT CRASH INTO AN ADJACENT FIELD.

Brief of Accident (Continued)

File No. - 826

4/21/87

CONDE,SD

A/C Reg. No. N9069T

Time (Lc1) - 1020 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

4. OBJECT - FENCE
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

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. - 812 4/24/87 WOOD,SD

A/C Reg. No. N2755V

Time (Lcl) - 1115 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

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER A-9B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3000
No. of Seats - 1

Eng Make/Model - LYCOMING TIO-540
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 290 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- 330/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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
SE LAND,ME LAND
HELICOPTER

Age - 54

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3697	Last 24 Hrs	- 6
Make/Model-	62	Last 30 Days-	UNK/NR
Instrument-	248	Last 90 Days-	90
Multi-Eng	- 1031	Rotorcraft	- 778

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A COMMERCIAL AG PLT WAS WORKING A FIELD WITH 2-4-D AND HAD BEEN SPRAYING FOR 15 MINUTES. ON A TURN TO REVERSE DIRECTION AT THE END OF A PASS, THE PLT STARTED A 45 DEGREE BANK PULL UP AND ADDED FULL THROTTLE. THE ENGINE THEN HAD A PARTIAL POWER LOSS AND BEGAN TO LOSE RPM. THE ACFT STALLED AND FELL RIGHT WING FIRST, 200 FEET TO THE GROUND. THE ENGINE, RIGHT WING AND RIGHT MAIN GEAR SEPARATED AND THE FUSELAGE CAME TO REST 50 FEET FROM THE IMPACT POINT. AN IMMEDIATE POST ACCIDENT FIRE DESTROYED MOST OF THE WRECKAGE.

Brief of Accident (Continued)

File No. - 812

4/24/87

WOOD, SD

A/C Reg. No. N2755V

Time (Lcl) - 1115 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 986 5/26/87 MILBANK, SD A/C Reg. No. N5448Z 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 -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-22-108
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1800
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 130/005 KTS

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

MILBANK, SD

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 589

Make/Model- 250

Instrument- 32

Multi-Eng - 5

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 85

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND A PAX WERE ON A LOCAL FLT. ON CLIMB OUT, AT ABOUT 50 FEET AGL, THE ENGINE HAD PARTIAL PWR LOSS. THE PLT LANDED STRAIGHT AHEAD IN A FIELD AND MADE A SUCCESSFUL FORCED LANDING. ON ROLL OUT, THE NOSE WHEEL FELL INTO A HOLE AND THE ACFT NOSED OVER. A POST ACCIDENT ENGINE TEAR DOWN BY AN A & P MECHANIC WITH INSPECTION AUTHORITY, REVEALED NO EVIDENCE THAT WOULD EXPLAIN A POWER LOSS.

Brief of Accident (Continued)

File No. - 986

5/26/87

MILBANK, SD

A/C Reg. No. N5448Z

Time (Lcl) - 1415 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
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 - ROLL

Finding(s)

2. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 861 7/26/87 ABERDEEN,SD

A/C Reg. No. N3371R

Time (Lcl) - 1347 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 182L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470 R
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 070/013 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
SAME AS ACC/INC
Destination
MINNEAPOLIS,MN

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

ABERDEEN REGIONAL
Runway Ident - 13
Runway Lth/Wid - 6904/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - C-172C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 103
Last 24 Hrs - 12
Make/Model- 12
Last 30 Days- UNK/NR
Instrument- 5
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING OFF ON RWY 13 AT ABERDEEN, SD, MUNI ARPT. HE SAID WHEN HE REACHED 55 MPH HE ROTATED THE ACFT AND THE STALL WARNING HORN SOUNDED. HE SAID HE ALLOWED THE NOSEWHEEL TO SETTLE BACK ON THE RWY. THE ACFT THEN VEERED RIGHT AND LEFT, THEN DEPARTED THE RIGHT SIDE OF THE RWY AND OVERTURNED. SHREDDED REMAINS OF THE NOSEWHEEL TIRE WERE FOUND ON THE RWY. IMPRESSIONS WERE FOUND OF THE ASPHALT SURFACE OF THE RWY CONSISTENT WITH TIRE RIM CONTACT. THE ACFT OPERATOR SAID THE NOSEWHEEL WAS INSTALLED ON FEBRUARY 1, 1983, AT A TACHOMETER READING OF 1963:47 HRS, A DIFFERENCE OF 699 HRS. THE CASING WAS IN FAIR CONDITION. ACCORDING TO AN A&P MECHANIC, A PATCH FOUND ON THE INSIDE OF THE CASING WAS A BALANCE. THERE WAS NO EVIDENCE THAT THE BALANCE CAUSED THE TIRE TO FAIL.

Brief of Accident (Continued)

File No. - 861

7/26/87

ABERDEEN, SD

A/C Reg. No. N3371R

Time (Lcl) - 1347 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. LANDING GEAR, TIRE - FAILURE, TOTAL
2. ABORT - DELAYED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3 NOSE OVER

Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 846 4/17/87 EAGLEVILLE, TN A/C Reg. No. N174KS Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	2
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- SCHLEICHER ASK-21	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- HULL	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 1300	Engine Type	- N/A		
No. of Seats	- 2	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- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds -</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>SAME AS ACC/INC</p> <p>Destination</p> <p>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>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>EAGLEVILLE</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 2200/ 18</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p> <p>HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 536</p> <p>Make/Model- 18</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 11</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING A LANDING ATTEMPT, N174KS COLLIDED WITH A TREELINE ON FINAL APPROACH TO THE AIRPORT. THE INSTRUCTOR REPORTED THAT THE FLIGHT WAS NORMAL UNTIL THE STUDENT ENCOUNTERED A DOWNDRAFT ON FINAL APPROACH. THE INSTRUCTOR TOOK CONTROL OF THE CONTROLS, BUT WAS UNABLE REGAIN THE LOST ALTITUDE AND AIRSPEED. THE GLIDER COLLIDED WITH A TREE STALLED AND CRASHED. THE INSTRUCTOR DID NOT REPORT ANY GLIDER CONTROL OR SYSTEM PROBLEMS.

Brief of Accident (Continued)

File No. - 846

4/17/87

EAGLEVILLE, TN

A/C Reg. No. N174KS

Time (Lcl) - 1130 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - DOWNDRAFT
 3. PLANNED APPROACH - MISJUDGED - DUAL STUDENT
 4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 990 5/10/87 COLLIERVILLE, TN A/C Reg. No. N25020 Time (Lcl) - 1452 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			1	0	0

-----Aircraft Information-----

Make/Model - PIPER J4A	Eng Make/Model - CONTINENTAL A65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	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	ROSSVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WOLF RIVER
Wind Dir/Speed- 190/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP, CFI	Current - YES	Total - 25800
SE LAND, ME LAND, SE SEA	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - C-172RG	Instrument- 5000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 450

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IT WAS REPTD THAT THE PLT WAS TAKING HIS PAX UP FOR A LCL PHOTOGRAPHIC FLT AT THE REQ OF THE PAX. WITNESSES REPTD THAT THE ACFT REMAINED OVER THE APT FOR TWO OR THREE CIRCUITS AND THEN DEPTD THE AREA IN THE DIR OF COLLIERVILLE. WITNESSES NEAR THE CRASH SITE REPTD THAT THE ACFT WAS MANEUVERING AT LOW ALTITUDE. IT WAS THEN REPTD THAT THE ENGINE SPUTTERED AND THE ACFT WAS OBSERVED TO BE IN A NOSE HIGH ATTITUDE. THE ACFT WAS THEN OBSERVED TO ROLL TO THE RIGHT AND DIVE INTO A RESIDENCE. INVESTIGATION REVEALED THAT CONDITIONS WERE CONDUCIVE TO SERIOUS CARBURETOR ICING. IN ADDITION, THE ENG PRIMER WAS FOUND UNLOCKED AND FOUR CYL HOLD DOWN STUDS FOR THE #2 CYL WERE FOUND FAILED AS A RESULT OF FATIGUE CRACKS. AN EXHAUST CRACK IN THE #2 CYL EXHAUST MANIFOLD EXHIBITED EVIDENCE OF A 1/2 INCH LONG BLOWBY LEAK.

Brief of Accident (Continued)

File No. - 990

5/10/87

COLLIERVILLE, TN

A/C Reg. No. N25020

Time (Lc1) - 1452 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING

Finding(s)

4. ENGINE ASSEMBLY, OTHER - FATIGUE
5. EXHAUST SYSTEM, MANIFOLD - LEAK

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY.

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - RESIDENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 925 9/23/87 MURFREESBORO, TN A/C Reg. No. N733JZ Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172	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 - 2250	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	FAYETTEVILLE, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	MURFREESBORO MUNI AIRPORT
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 100
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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 21
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE LANDING THE AIRCRAFT BOUNCED THREE TIMES WHICH RESULTED IN THE FAILURE OF THE NOSE GEAR STRUCTURAL SUPPORT. THE PILOT SAID THAT HE EXPERIENCED GUSTY WIND CONDITIONS PRIOR TO TOUCHDOWN. THE PILOT DID NOT PROPERLY COMPENSATE FOR OR ANTICIPATE THE WIND CONDITIONS.

Brief of Accident (Continued)

File No. - 925

9/23/87

MURFREESBORO, TN

A/C Reg. No. N733JZ

Time (Lc1) - 1200 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 936 4/23/87 HOUSTON, TX A/C Reg. No. N1107F Time (Lcl) - 1024 CDT

-----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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172G	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<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- 060/005 KTS</p> <p>Visibility - UNK/NR</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>HOUSTON, TX</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>WESTHEIMORE AIRPORT</p> <p>Runway Ident - 29</p> <p>Runway Lth/Wid - 2500/ 28</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 56</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 67</p> <p>Make/Model- 67</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT ON A SOLO FLIGHT IN THE LOCAL AREA, LANDED LONG AND RAN OFF THE END OF THE RUNWAY. THE PILOT STATED THAT THE ACCIDENT OCCURRED DUE TO TOUCHDOWN TOO FAR DOWN THE RUNWAY. HE FURTHER RELATED THAT THE PRESENCE OF HIGH TENSION WIRES INFLUENCED HIS DECISION TO NOT ABORT THE LANDING. ROUGH TERRAIN BEYOND THE RUNWAY CAUSED THE NOSE OVER.

Brief of Accident (Continued)

File No. - 936

4/23/87

HOUSTON, TX

A/C Reg. No. N1107F

Time (Lcl) - 1024 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

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) 1,2,3,4

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. - 888 5/24/87 PORT ARANSAS, TX A/C Reg. No. N6426W Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point CORPUS CHRISTI, TX	
Method - N/A	Destination	Airport Data
Completeness - N/A	SAME AS ACC/INC	MUSTANG BEACH
Basic Weather - VMC		Runway Ident - 12
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Lth/Wid - 3500/ 75
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	
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 - YES	Total - 1550
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 700
		Instrument- 0
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST POWER WHILE ON THE DOWNWIND LEG OF THE TRAFFIC PATTERN. THE PILOT MADE A 180 DEGREE TURN AND ATTEMPTED TO REACH THE RUNWAY. TOUCHDOWN OCCURRED ABOUT 15 FEET SHORT AND THE LANDING GEAR IMPACTED A SANDY EMBANKMENT. THE AIRCRAFT THEN SLID TO A STOP ON THE SURFACE OF THE RUNWAY. NO TRASH OR WATER WAS NOTED IN THE FUEL SYSTEM. AN ADEQUATE FUEL SUPPLY WAS ON BOARD. A POST ACCIDENT EXAMINATION FAILED TO REVEAL EVIDENCE OF PREIMPACT PROBLEM. A CAUSE FOR THE POWER LOSS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 888

5/24/87

PORT ARANSAS, TX

A/C Reg. No. N6426W

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 889 5/26/87 MALAKOFF, TX A/C Reg. No. N26378 Time (Lcl) - 1930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN AA5A	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2000	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	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ENNIS, TX	Runway Ident - N/A
Wind Dir/Speed- 140/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 14000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
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 - UNK/NR	Total - 175
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 7
		Instrument- 47
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED THE TERRAIN NEAR MALAKOFF, TEXAS. FOLLOWING AN ENGINE FAILURE THE PILOT ATTEMPTED TO EXECUTE A FORCED LANDING TO A ROAD CROSSING A DAM. THE AIRCRAFT TOUCHED DOWN AND BOUNCED INTO THE LAKE. EXAMINATION OF THE ENGINE REVEALED THAT THE EXHAUST VALVE IN THE NUMBER THREE CYLINDER HAD FAILED.

Brief of Accident (Continued)

File No. - 889

5/26/87

MALAKOFF, TX

A/C Reg. No. N26378

Time (Lc1) - 1930 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - WATER, GLASSY
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 946 5/27/87 WALL,TX

A/C Reg. No. N4314W

Time (Lcl) - 0851 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BEECH B-60
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6725
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-541-E1C4
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 380 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/009 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds -
Lowest Ceiling - 2000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN ANGELO,TX
Destination
SAN ANTONIO,TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2553
Make/Model- 250
Instrument- 300
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 8
Last 90 Days- 14
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS DESTROYED DURING AN ATTEMPTED OFF AIRPORT EMERGENCY LANDING FOLLOWING A DUAL ENG FAILURE WHILE LEVELING OFF AT CRZ FLT. PLT STATED THAT LEFT ENG, THEN RIGHT ENG SURGED AND QUIT AS HE WAS LEVELING OFF AT 9000' MSL. AT THE TIME OF THE ENG FAILURES THE FUEL TOTALIZER WAS READING 60 GAL, BUT THE ACFT FUEL GAUGES WERE READING EMPTY. PLT BROKE OUT OF OVC AT 3500 MSL (ABOUT 1200' AGL) AND WAS UNABLE TO FIND A SUITABLE CLEAR AREA TO LAND BEFORE COMMITTING TO AN EMERGENCY LANDING IN TREES. GEAR WAS DOWN, FLAPS WERE UP AND NEITHER ENG WAS FEATHERED AT IMPACT. PLT STATED THAT HE KNEW HE WAS OUT OF GAS WHEN BOTH ENGS QUIT AND THAT HE DID NOT ATTEMPT AN AIR START.

Brief of Accident (Continued)

File No. - 946

5/27/87

WALL, TX

A/C Reg. No. N4314W

Time (Lcl) - 0851 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. REFUELING - DISREGARDED - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, COMPLACENCY - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. WEATHER CONDITION - LOW CEILING
6. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
7. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

8. OBJECT - TREE(S)
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
10. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 883 6/06/87 COLLEGE STATION, TX A/C Reg. No. N8612J Time (Lcl) - 1233 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	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	GIDDINGS, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLLEGE STATION, TX	EASTERWOOD
Wind Dir/Speed- 070/006 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5160/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT UPON TOUCHDOWN THE AIRCRAFT BEGAN TO SHAKE SO VIOLENTLY THAT HE COULD NOT SEE THE PANEL OR CONTROL THE AIRCRAFT. DURING LANDING ROLL IT VEERED OFF THE LEFT SIDE OF THE RUNWAY. THE NOSE AND RIGHT MAIN GEAR WHEELS DUG INTO THE SOFT GROUND AND THE AIRCRAFT ROLLED INTO AN INVERTED POSITION AND STOPPED. THE PILOT STATED THAT BEFORE STARTING OUT ON THIS FLIGHT (HIS FIRST SOLO CROSS COUNTRY) HE MADE FOUR TOUCH-AND-GO LANDINGS AND CONFERRED TWO DIFFERENT TIMES WITH THE OWNER-MECHANIC OF THE AIRCRAFT ABOUT A NOSE GEAR VIBRATION. IT WAS REPORTED THAT NEW BUSHINGS HAD BEEN INSTALLED IN THE NOSE GEAR ASSEMBLY ABOUT 50 OPERATIONAL HOURS BEFORE THE ACCIDENT. THE REASON FOR THE SHIMMY/VIBRATION OF THE NOSE GEAR ASSEMBLY WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 883

6/06/87

COLLEGE STATION, TX

A/C Reg. No. N8612J

Time (Lcl) - 1233 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - VIBRATION
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. IMPROPER DECISION, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 884 6/17/87 RED OAK, TX A/C Reg. No. N7992F Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0	
Accident Occurred During -DESCENT			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 150F	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	RED OAK, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	O'BRIEN AIRPARK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1200/ 16
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 200
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE AIRCRAFT DID NOT APPEAR TO LIFT PROPERLY. IT GAINED ABOUT 50 FEET ALTITUDE AFTER LIFTOFF BUT THEN SETTLED BACK TO THE GROUND. THE DEPARTURE RUNWAY WAS CONCRETE AND WAS 1200 FEET IN LENGTH. THE FIELD ELEVATION WAS 650 FEET MSL AND THE COMPUTED DENSITY ALTITUDE WAS 2880 FEET.

Brief of Accident (Continued)

File No. - 884

6/17/87

RED OAK, TX

A/C Reg. No. N7992F

Time (Lcl) - 1300 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 992 7/05/87 DALLAS, TX A/C Reg. No. N56420 Time (Lcl) - 1732 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

Fatal

0

0

Injuries

Serious

1

1

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - MOONEY M20J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A3B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- 170/016 KTS
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
LAWTON, OK
Destination
DALLAS, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

ADDISON AIRPARK
Runway Ident - 15
Runway Lth/Wid - 7199/ 100
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 43
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 70
Make/Model- UNK/NR
Instrument- 0
Multi-eng - 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

DURING FLARE/TOUCHDOWN ON RUNWAY 15, THE AIRCRAFT'S RIGHT WING CAME UP SHARPLY, DUE TO A GUSTING CROSS WIND, CAUSING THE LEFT WING TO STRIKE THE RUNWAY. THE AIRCRAFT THEN CARTWHEELED, LEFT WING, NOSE, RIGHT WING, CAUSING SUBSTANTIAL DAMAGE. REPORTED WINDS AT THE TIME OF THE ACCIDENT WERE FROM 170 DEGREES AT 16 KNOTS, GUSTING TO 28 KNOTS.

Brief of Accident (Continued)

File No. - 992

7/05/87

DALLAS, TX

A/C Reg. No. N56420

Time (Lcl) - 1732 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

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. - 991 7/05/87 ROANOKE, TX A/C Reg. No. N15491 Time (Lcl) - 1837 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -DESCENT		0	1	0	1

-----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 - 2175	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	WINFIELD, KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROANOKE, TX	AERO VALLEY ARPT.
Wind Dir/Speed- 180/015 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 40
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
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 - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 330
SE LAND	Months Since - 12	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 330
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH THE AIRCRAFT DEVELOPED AN EXCESSIVE SINK RATE AND THE PILOT ELECTED TO GO-AROUND. WHEN THE PILOT APPLIED POWER THE NOSE AND RIGHT WING PITCHED UP, CAUSING THE AIRCRAFT TO TURN 90 DEGREES, AND STALL. THE AIRCRAFT CONTACTED SOME POWER LINES AND SUBSEQUENTLY THE GROUND, CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 991

7/05/87

ROANOKE, TX

A/C Reg. No. N15491

Time (Lcl) - 1837 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. GO-AROUND - INITIATED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - WIRE, TRANSMISSION
-

Occurrence #3 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) 2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 944 7/23/87 LAPORTE, TX A/C Reg. No. N2315S Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 337B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4300
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360-C4D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 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- 135/010 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
SAME AS ACC/INC
Destination
HANKAMER, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAPORTE MUNIC.
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)
COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 49

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1802	Last 24 Hrs	- UNK/NR
Make/Model-	0	Last 30 Days-	UNK/NR
Instrument-	46	Last 90 Days-	UNK/NR
Multi-Eng	- 550		

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD BEEN SITTING OUTSIDE IN THE WX SINCE ITS LAST ANNUAL INSPECTION ON 12/1/84. AFTER PURCHASING THE AIRCRAFT, THE PILOT (WHO IS AN AIRCRAFT AND POWERPLANT MAINTENANCE TECHNICIAN) EXAMINED IT AND A FERRY PERMIT WAS ISSUED BY FAA FOR THE PROPOSED FERRY FLIGHT TO THE PILOT'S HOME BASE. UNKNOWN TO THE PILOT THE MAIN FUEL LINE TO THE REAR ENGINE WAS PARTIALLY BLOCKED BY A FOREIGN MATERIAL. THIS BLOCKAGE ALLOWED ADQUATE FUEL FLOW FOR A SUSTAINED STATIC OPERATION AT 1000-1500 RPM AND A BRIEF BURST OF POWER AT FULL THROTTLE. HOWEVER, IT WAS INADEQUATE FOR A SUSTAINED HIGH POWER SETTING AND AS A RESULT DURING THE INITIAL CLIMB THE REAR ENGINE POWER REDUCED TO A LEVEL OF 1200-1500 RPM. THE PILOT WAS UNABLE TO MAINTAIN FLIGHT AND HEADED FOR THE NEAREST AVAILABLE LANDING SITE. HE LOST FLYING SPEED WHILE PULLING UP TO AVOID TREES AT THE EDGE OF THE SITE AND HE ACFT THEN MUSHED TO A TOUCHDOWN WITH A RESULTANT HARD LANDING.

Brief of Accident (Continued)

File No. - 944

7/23/87

LAPORTE, TX

A/C Reg. No. N2315S

Time (Lcl) - 1700 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - CONTAMINATION
2. FUEL SYSTEM, LINE - BLOCKED(PARTIAL)
3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
7. OBJECT - TREE(S)
8. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 896 7/24/87 RICHWOOD, TX

A/C Reg. No. N470MC

Time (Lcl) - 1630 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

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BEECH 35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-225
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 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- 140/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MCKINNEY, TX
Destination
RICHWOOD, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SCHERDIN
Runway Ident - 19
Runway Lth/Wid - 2600/ 50
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 781
Make/Model- 106
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT IMPACTED A TREE AFTER A FORCED LANDING TO A FIELD NEAR RICHWOOD, TEXAS. THE PILOT STATED THAT HE WAS ON FINAL APPROACH TO THE AIRPORT WHEN THE ENGINE QUIT DUE TO FUEL STARVATION. THE FUEL SELECTOR WAS ON THE RIGHT TANK AT THE TIME OF THE ACCIDENT. THE LEFT TANK CONTAINED APPROXIMATELY 12 GALLONS OF FUEL.

Brief of Accident (Continued)

File No. - 896

7/24/87

RICHWOOD, TX

A/C Reg. No. N470MC

Time (Lcl) - 1630 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
-

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)
-

----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. - 885 7/28/87 LAREDO, TX A/C Reg. No. N39DT Time (Lcl) - 2102 CDT

-----Basic Information-----

Type Operating Certificate-OTHER LARGE AIRCRAFT

Type of Operation -NON SCHED,INTL,CARGO
Flight Conducted Under -14 CFR 125
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	2
		0	0	0	0

-----Aircraft Information-----

Make/Model - DOUGLAS DC-3A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 26900
No. of Seats - 2

Eng Make/Model - P & W R-1830
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 900 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- 120/010 KTS
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
SAME AS ACC/INC
Destination
CUIDAD CARARGO,MX

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LAREDO INT'L
Runway Ident - 14
Runway Lth/Wid - 5926/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 36

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	- 8500	Last 24 Hrs	- UNK/NR
Make/Model-	6000	Last 30 Days-	UNK/NR
Instrument-	902	Last 90 Days-	25
Multi-Eng	- 8000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT ENGINE FAILED DURING INITIAL CLIMB IMMEDIATELY AFTER LIFTOFF. AIRSPEED COULD NOT BE MAINTAINED WITH ONE ENGINE OUT DUE TO THE FACT THAT THE AIRCRAFT WAS CLIMBING SLOWLY JUST ABOVE THE SURFACE AND WAS LOADED TO 3,809 POUNDS ABOVE ITS MAXIMUM ALLOWABLE TAKEOFF GROSS WEIGHT. AN EMERGENCY LANDING WAS ATTEMPTED BUT DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT STALL/MUSHED AND COLLIDED WITH THE TERRAIN ALONGSIDE THE RUNWAY. THE LEFT ENG WAS EXAMINED AFTER THE ACC AND NO MALFUNCTIONS FOUND.

Brief of Accident (Continued)

File No. - 885

7/28/87

LAREDO, TX

A/C Reg. No. N39DT

Time (Lcl) - 2102 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE - FAILURE, TOTAL
2. POWERPLANT - UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT POSSIBLE - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. LANDING GEAR, MAIN GEAR - OVERLOAD
8. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5,6

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. - 937 8/10/87 MIDLAND, TX A/C Reg. No. N7150P Time (Lcl) - 0940 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under - 14 CFR 91			0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	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	MIDLAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MIDLAND AIR PARK
Wind Dir/Speed- 170/010 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3975/ 150
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - VFR	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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 640	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 500	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 54	Last 90 Days- UNK/NR
		Multi-Eng - 19	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR COLLAPSED DURING THE LANDING ROLL RESULTING IN THE LOSS OF DIRECTIONAL CONTROL. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE TO THE RIGHT WING ASSEMBLY AND THE RIGHT MAIN LANDING GEAR ASSEMBLY. THE ACFT WAS BEING MOVED TO MIDLAND AIRPARK AIRPORT FOR MAINTENANCE PURPOSES AT THE TIME OF THE ACCD. THE CAUSE OF THE MAIN LANDING GEAR FAILURE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 937

8/10/87

MIDLAND, TX

A/C Reg. No. N7150P

Time (Lcl) - 0940 CDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. UNDETERMINED
2. DIRECTIONAL CONTROL - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 881 8/19/87 HOUSTON, TX A/C Reg. No. N11249 Time (Lcl) - 2000 CDT

-----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	- BEECH RC-45J	Eng Make/Model	- P & W R-985	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 8625	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 10	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	HOUSTON, TX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WEISER
Wind Dir/Speed	- 150/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- 25000 FT THIN BKN	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3467/ 40
Obstructions to Vision	- NONE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DAYLIGHT	TOUCH AND GO	Runway Status
			- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- 3000	Last 24 Hrs - UNK/NR
SE LAND	Months Since	Make/Model-	UNK/NR
	Aircraft Type	Instrument-	UNK/NR
		Multi-Eng	- UNK/NR
			Last 30 Days-
			UNK/NR
			Last 90 Days-
			2
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PRACTICING LANDINGS, ALMOST TO A FULL STOP, WHEN THE ACCIDENT OCCURRED. HE HAD ASKED A COMMERCIAL PILOT TO ACCOMPANY HIM ON THIS FLIGHT. THE PLT STATED THAT ON THE FOURTH LANDING THE LEFT MAIN GEAR WENT SLIGHTLY OFF THE LEFT EDGE OF THE RUNWAY AND WHEN THE PLT CORRECTED, THE AIRCRAFT SEEMED TO JUMP OR BOUNCE AND ENTERED A SKID TO THE RIGHT WHICH WAS COMPLETELY UNCONTROLLABLE. AFTER THE ACCIDENT THE TAIL WHEEL WAS FOUND IN THE UNLOCKED POSITION AND WAS SWIVELED TO A POSITION FOR A HARD RIGHT TURN EVEN THOUGH THE LOCKING PIN WAS IN THE LOCKED POSITION. APPARENTLY THE TAIL WHEEL BECAME UNLOCKED DURING OR AFTER THE THIRD LANDING DUE TO EXCESS WEAR ON THE PIN AND/OR THE PIN HOLE AND BECAME COCKED SO THAT DIRECTIONAL CONTROL WAS LOST WHEN THE TAIL WHEEL TOUCHED DOWN.

Brief of Accident (Continued)

File No. - 881

8/19/87

HOUSTON, TX

A/C Reg. No. N11249

Time (Lcl) - 2000 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL LOCK - WORN
 2. MAINTENANCE, ANNUAL INSPECTION - POOR - OTHER MAINTENANCE PSNL
 3. LANDING GEAR, TAILWHEEL LOCK - FAILURE, TOTAL
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
 6. TERRAIN CONDITION - DITCH
 7. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 951 8/25/87 SEMINOLE, TX

A/C Reg. No. N6888Q

Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0
0	1	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass
Other

-----Aircraft Information-----

Make/Model - SCHWEIZER G-164-A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W R-1340
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- 004 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
SEMINOLE, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - B-75

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6718 Last 24 Hrs - 2
Make/Model- 5005 Last 30 Days- UNK/NR
Instrument- 10 Last 90 Days- 198
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLARE FOR LANDING ON A COUNTY ROAD THE AIRCRAFT COLLIDED WITH A PICKUP TRUCK TRAVELING IN SAME DIRECTION AS THE AIRCRAFT. THE DRIVER OF THE PICKUP SUSTAINED SERIOUS INJURIES. THE PILOT WAS NOT INJURED. THE PILOT STATED HE DID NOT SEE THE PICKUP UNTIL THE IMPACT.

Brief of Accident (Continued)

File No. - 951

8/25/87

SEMINOLE, TX

A/C Reg. No. N6888Q

Time (Lc1) - 0900 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - ROADWAY/HIGHWAY
2. OBJECT - VEHICLE
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 882 9/13/87 BATESVILLE, TX A/C Reg. No. N84191 Time (Lc1) - 1821 CDT

-----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	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
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	OFF AIRPORT/STRIP
Method - N/A	UVALDE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 135/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 296
SE LAND	Months Since - UNK/NR	Make/Model- 175
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS TO THE ACCIDENT REPORTED THE PILOT WAS "BUZZING" PERSONNEL IN A COTTON FIELD AND ON THE THIRD PASS DID NOT PULL UP IN TIME. THE BELLY STRUCK THE GROUND WHILE THE AIRCRAFT WAS IN A "FAIRLY STEEP ANGLE OF DESCENT." THE WITNESS STATED THE ENGINE SOUNDED VERY GOOD UNTIL THE TIME OF IMPACT. THE PILOT STATED "WHILE TURNING LOW OVER A COTTON FIELD THAT I WAS INTERESTED IN, THE AIRPLANE STALLED WITH LOSS OF ALTITUDE AND CRASHED BEFORE IT COULD BE RECOVERED."

Brief of Accident (Continued)

File No. - 882

9/13/87

BATESVILLE, TX

A/C Reg. No. N84191

Time (Lcl) - 1821 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - PERFORMED - PILOT IN COMMAND
2. PULL-UP - 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. - 980 8/29/87 MISSING ACFT, UN A/C Reg. No. N65797 Time (Lcl) - 1700 PDT

-----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	UNK/NR	Pass	1	0	0	0
Accident Occurred During -UNKNOWN			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-02	ELT Installed/Activated - YES-UNK/NR
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 - 150 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/014 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - 15000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - UNK/NR</p>	<p>Itinerary</p> <p>Last Departure Point VAN NUYS, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - UNK/NR</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>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL SE LAND</p>	<p>Age - 40</p> <p>Biennial Flight Review Current - YES Months Since - 4 Aircraft Type - 172P</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2355 Last 24 Hrs - UNK/NR</p> <p>Make/Model- UNK/NR Last 30 Days- UNK/NR</p> <p>Instrument- 0 Last 90 Days- UNK/NR</p> <p>Multi-Eng - 2200</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOLD FAMILY AND FRIENDS THAT HE WAS GOING TO FLY ALONG THE COAST AND RETURN AT NIGHT. HE DID NOT RETURN. THE CIVIL AIR PATROL SEARCHED FOR THE AIRCRAFT AND PILOT FOR SEVERAL DAYS WITHOUT SUCCESS. THE FLIGHT ORIGINATED AT VAN NUYS AIRPORT, VAN NUYS, CALIFORNIA, ON AUGUST 29, 1987, AT 1700 PDT. THE AIRCRAFT IS PRESUMED TO BE DESTROYED AND THE PILOT FATALLY INJURED.

Brief of Accident (Continued)

File No. - 980

8/29/87

MISSING ACFT,UN

A/C Reg. No. N65797

Time (Lcl) - 1700 PDT

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

Finding(s)

1. 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. - 829 4/15/87 TOOELE,UT A/C Reg. No. N96606 Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - MCLACHLAN MONI	Eng Make/Model - KFM 107E	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 25 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BOLLINDER FIELD,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 160/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 320
SE LAND	Months Since - 9	Make/Model- 121
	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 PRIVATE PLT WAS CRUISING THE LOCAL AREA NEAR HIS HOME IN HIS HOMEBUILT EXPERIMENTAL MONI. THE NEWLY INSTALLED ENGINE BEGAN TO RUN ROUGH. THIS ENGINE IS NOT A TRADITIONAL ACFT ENGINE AND WAS A TWO CYCLE, TWO CYLINDER ENGINE MANUFACTURED IN ITALY, WITH AN ADVERTISED 25 HORSEPOWER. A MIXTURE CONTROL IS REMOTED TO THE COCKPIT AND THE PLT TRIED TO ADJUST THE MIXTURE. SECONDS LATER THE ENGINE QUIT. THE PLT TRIED TO GLIDE TO A LOCAL ARPT. THERE IS A POWERLINE ACROSS THE APPROACH TO THE RWY AND THE ACFT WAS TOO LOW TO CLEAR THE WIRES. WHEN THE PLT TURNED TO AVOID THE WIRES, THE ACFT STALLED. THE ACFT IMPACTED ALMOST 90 DEGREES NOSE DOWN IN A PASTURE.

Brief of Accident (Continued)

File No. - 829

4/15/87

TOOELE,UT

A/C Reg. No. N96606

Time (Lc1) - 0930 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 914 5/08/87 BRIGHAM CITY,UT A/C Reg. No. N58131 Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -FERRY
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 - BELL 47G3B2A
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-FIA
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 280 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 - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PARADISE,UT
Destination
TREMONTON,UT

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)

ATP
SE LAND,ME LAND
HELICOPTER

Age - 46

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - B-47

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 7400	Last 24 Hrs	- 3
Make/Model-	2200	Last 30 Days-	UNK/NR
Instrument-	349	Last 90 Days-	125
Multi-Eng -	35	Rotorcraft -	7255

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AN AG PLT WAS FERRYING A HELICOPTER TO ANOTHER JOB IN HIS LOCAL AREA. THE PLT, AN ATP, HAD ESTIMATED THAT THE HELICOPTER HAD ENOUGH FUEL FOR THE FLT. THE HELICOPTER'S ENGINE QUIT AND AN AUTOROTATION WAS PERFORMED, RESULTING IN A HARD LANDING. LESS THAN ONE GALLON OF FUEL WAS FOUND IN THE TANKS FOLLOWING THE ACCIDENT, AND NO EVIDENCE OF ANY FUEL SPILL WAS FOUND. POST ACCIDENT INVESTIGATION FOUND FOREIGN OBJECTS IN THE FUEL SYSTEM. EVIDENCE INDICATED THAT THE OBJECTS KEPT THE FUEL DRAIN PETCOCK OPEN DURING FLT, RESULTING IN FUEL EXHAUSTION. THE PLT STATED THAT HE HAD USED THE FUEL DRAIN PETCOCK TO RINSE CHEMICALS OFF HIS HANDS JUST PRIOR TO THE FLT.

Brief of Accident (Continued)

File No. - 914

5/08/87

BRIGHAM CITY,UT

A/C Reg. No. N58131

Time (Lc1) - 1030 MDT

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
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
 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) 1,2

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. - 905 5/25/87 OGDEN, UT A/C Reg. No. N2888B Time (Lcl) - 1334 MDT

-----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	0	2	0	0
Accident Occurred During -DESCENT			0	2	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T	Eng Make/Model - CONTINENTAL TSIO-360-FB1	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	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 - TELEPHONE	RAPID CITY, SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	ELKO, NV	OGDEN MUNICIPAL
Wind Dir/Speed- 140/019 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 15000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
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 - YES	Total - 1382	Last 24 Hrs - 6
SE LAND	Months Since - 13	Make/Model- 136	Last 30 Days- 17
	Aircraft Type - PA28RT	Instrument- 23	Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPARTED RAPID CITY, SD, EN ROUTE TO ELKO, NV. WHILE IN CRUISE FLT IN IMC AT 12,000 FT, ENG LOST ALL PWR. ACFT WAS OVER MOUNTAINOUS TERRAIN AND ATC ISSUED PLT VECTORS THROUGH CANYON. ACFT BROKE OUT OF OVERCAST AT 8000 FT MSL (ABOUT 1500 FT AGL) AND 6 MI FROM ARPT. PLT ELECTED TO STRETCH GLIDE AND ATTEMPT LANDING AT ARPT INSTEAD OF LANDING IN NEARBY OPEN AREAS. ACFT STRUCK UNOCCUPIED WAREHOUSE AND CRASHED IN EMPTY SALVAGE YARD ACROSS STREET IN DOWNTOWN OGDEN, UT. DISASSEMBLY OF ENGINE REVEALED CATASTROPHIC FAILURE OF #1 CONNECTING ROD DUE TO FATIGUE. THE FATIGUE HAD ORIGINATED IN AN AREA OF SURFACE DECARBURIZATION AND SCALE INCLUSIONS. TELEDYNE-CONTINENTAL'S SERVICE BULLETIN M86-11 HAD NOT BEEN ACCOMPLISHED.

Brief of Accident (Continued)

File No. - 905

5/25/87

OGDEN,UT

A/C Reg. No. N2888B

Time (Lc1) - 1334 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

1. ENGINE ASSEMBLY,CONNECTING ROD - FATIGUE
2. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 983 6/03/87 LOGAN,UT

A/C Reg. No. N59624

Time (Lcl) - 1600 MDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

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	2

-----Aircraft Information-----

Make/Model - BELL 206B II
Landing Gear - SKID
Max Gross Wt - 3200
No. of Seats - 5

Eng Make/Model - ALLISON A250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 250 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 - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOGAN,UT
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - 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)
COMMERCIAL
SE LAND
HELICOPTER

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 206BIII

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 5030
Make/Model- 3550
Instrument- 95
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 48
Rotorcraft - 4900

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT DID NOT HAVE AUTHORIZATOIN FROM HIS EMPLOYER TO CONDUCT THE FLIGHT. THE PLT STATED AFTER THE ACC THAT HE WAS ON A LCL FLT WITH THE PAX TO VIEW PROPERTY. HE CONT TO STATE THAT DRNG A RT TURN THE ENG LOW ROTOR RPM WARNING SOUNDED. THE PLT EXECUTED AN AUTOROTATION AND LNDD HARD IN A HAY FIELD. THE TAIL BOOM WAS SEVERED BY THE MAIN ROTOR BLADES. POST CRASH EXAM REVEALED NO EVIDENCE OF A MECH MALFUNTION OR FAILURE OF THE ACFT OR ENG.

Brief of Accident (Continued)

File No. - 983

6/03/87

LOGAN,UT

A/C Reg. No. N59624

Time (Lcl) - 1600 MDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
6. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 956 8/29/87 MANILA, UT A/C Reg. No. N43424 Time (Lcl) - 1115 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC12-D
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 320/015 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
ROCK SPRINGS, WY
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

MANILA
Runway Ident - 25
Runway Lth/Wid - 5300/ 60
Runway Surface - ASPHALT
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)
STUDENT

Age - 30
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 73
Make/Model- 71
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS LANDING AT AN UNCONTROLLED AIRPORT WITH AN ASPHALT RUNWAY 5300 X 60 FT ORIENTED 250 DEGREES. SHE SAID SHE MADE 3 PASSES OVER THE AIRPORT TO CHECK FOR CONDITIONS AND THEN EXECUTED A NORMAL LANDING. SHORTLY AFTER TOUCHDOWN THE AIRCRAFT ENCONTERED A GUST OF WIND FROM 320 DEGREES AT 15 KNOTS AND SWERVED OFF THE RUNWAY TO THE LEFT. AFTER LEAVING THE RUNWAY THE AIRCRAFT COLLIDED WITH A DITCH RESULTING IN DAMAGE TO SEVERAL TUBES IN THE FUSELAGE.

Brief of Accident (Continued)

File No. - 956

8/29/87

MANILA,UT

A/C Reg. No. N43424

Time (Lcl) - 1115 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 939 9/16/87 SPANISH FORK,UT A/C Reg. No. N756HD Time (Lcl) - 1120 MDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Type of Operation -POSITIONING	DESTROYED	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	Fire	Crew 0	Serious 0	Minor 0	None 1	
Accident Occurred During -LANDING	ON GROUND	Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA TU206G	Eng Make/Model - CONTINENTAL TS10-520-M	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 - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BLANDING,UT	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	
Wind Dir/Speed- 340/015 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1800
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 353
		Instrument- 130
		Multi-Eng - 50
		Last 30 Days- UNK/NR
		Last 90 Days- 370

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CRUISING AT 10,500 FT WITH THE POWER SET AT 28 INCHES MAP & 2350 RPM, THE ENG SUDDENLY LOST PWR & BEGAN KNOCKING. THE PLT NOTED A RAPID DROP IN OIL PRESSURE & SAW A 3-INCH HOLE IN THE TOP OF THE ENG COWLING. HE ATTEMPTED TO LAND ON A HIGHWAY, BUT WAS UNABLE DUE TO VEHICULAR TRAFFIC, SO HE CHANGED HIS APCH TO LAND BESIDE THE ROADWAY. JUST BFR LANDING, HE SAW POWERLINES & PULLED UP TO AVOID A COLLISION. THE ACFT THEN ENTERED A HIGH SINK RATE (STALLED). THE PILOT STATED THE ACFT "IMPACTED THE GROUND IN A FLAT, RATHER NOSE LOW ATTITUDE." THE ACFT BEGAN BURNING IMMEDIATELY AFTER IMPACT, BUT THE PLT EXITED THE PLANE WITHOUT INJURY. A TEARDOWN OF THE ENG REVEALED A CATASTROPHIC FAILURE OF THE #2 PISTON AND WRIST PIN, BUT THE INVESTIGATION DID NOT DETERMINE WHICH HAD FAILED 1ST. THE ENGINE HAD BEEN OVERHAULED ON 6/5/84, USING SEVERAL COMPONENTS (INCLUDING PISTONS & PISTON PINS) MANUFACTURED BY SUPERIOR AIR PARTS, INC. ACCORDING TO MAINTENANCE LOGS, THE ACFT HAD FLOWN 1045 HRS SINCE MAJOR OVERHAUL OF THE ENG.

Brief of Accident (Continued)

File No. - 939

9/16/87

SPANISH FORK, UT

A/C Reg. No. N756HD

Time (Lc1) - 1120 MDT

Occurrence #1 LOSS OF ENGINE POWER (TOTAL) - MECH FAILURE/MALF

Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL

Occurrence #2

FORCED LANDING

Phase of Operation

DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3

LOSS OF CONTROL - IN FLIGHT

Phase of Operation

MANEUVERING

Finding(s)

3. OBJECT - VEHICLE
4. OBJECT - WIRE, TRANSMISSION
5. MANEUVER - INITIATED -
6. AIRSPEED - INADEQUATE -
7. STALL - INADVERTENT -

Occurrence #4

IN FLIGHT COLLISION WITH TERRAIN/WATER

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

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 933 2/01/87 SHELBURNE,VT A/C Reg. No. N8820W Time (Lcl) - 1449 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	0
Accident Occurred During -LANDING			0	0	0
					None
					1
					1

-----Aircraft Information-----

Make/Model - PIPER PA-28-235	Eng Make/Model - LYCOMING O-540-B4B5	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHELBURNE
Wind Dir/Speed- 045/007 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500/ 120
Lowest Sky/Clouds - 2500 FT	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - SNOW - COMPACTED
Obstructions to Vision- NONE	FULL STOP	
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 - 326
SE LAND	Months Since - 6	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 61
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - 9
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT MISJUDGED HEIGHT OF SNOWBANK AT THE APPROACH END OF THE RUNWAY AND ALLOWED THE AIRCRAFT TO DESCEND TOO LOW. THE MAIN GEAR COLLIDED WITH THE SNOWBANK CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 933

2/01/87

SHELBURNE, VT

A/C Reg. No. N8820W

Time (Lc1) - 1449 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT IDENTIFIED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 823 6/08/87 SEDRO WOOLLEY, WA A/C Reg. No. N64384 Time (Lcl) - 1203 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - DEHAVILLAND DHC-2 MK.1
Landing Gear - FLOAT
Max Gross Wt - 5100
No. of Seats - 8

Eng Make/Model - P & W R-985
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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 -
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEDRO WOOLLEY, WA
Destination
RENTON, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAYTON
Runway Ident - 24
Runway Lth/Wid - 1600
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND, SE SEA

Age - 67
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 24000
Make/Model- 127
Instrument- UNK/NR
Multi-Eng - 20000
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 4
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF A LOSS OF POWER OCCURRED AND THE AIRCRAFT STRUCK TREES IN FLIGHT. LESS THAN 1/2 FUEL WAS AVAILABLE IN ALL THREE FUEL TANKS. THE FUEL SELECTOR VALVE WAS TESTED AND FOUND THAT THE SELECTIONS PLATE WAS INDEXED OFF CENTER FOR ALL SELECTIONS DUE TO WEAR. IN THE TAKEOFF ATTITUDE UNPORTING OCCURRED ALLOWING AIR TO BE DRAWN INTO THE SYSTEM.

Brief of Accident (Continued)

File No. - 823

6/08/87

SEDRO WOOLLEY,WA

A/C Reg. No. N64384

Time (Lcl) - 1203 PDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM,SELECTOR VALVE - WORN
 2. FLUID,FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 4. CLEARANCE - NOT POSSIBLE -
-

-----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. - 840 7/06/87 SPOKANE,WA

A/C Reg. No. N5265B

Time (Lcl) - 1600 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

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - MOONEY M-20
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
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/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- 080/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds -
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WENATCHEE,WA
Destination
SPOKANE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

FELTS FIELD
Runway Ident - 03L
Runway Lth/Wid - 4500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 52

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 833	Last 24 Hrs	- 2
Make/Model-	557	Last 30 Days-	UNK/NR
Instrument-	13	Last 90 Days-	26

Instrument Rating(s) - NONE

-----Narrative-----

AT TOUCHDOWN A PROP STRIKE OCCURRED. THE PILOT IMMEDIATELY ADDED FULL POWER TO GO AROUND. SINCE THE PROP STRIKE WAS SEVERE FULL POWER WAS NOT AVAILABLE. THE PILOT MADE A SHALLOW 180 DEGREE TURN BACK TO THE RWY AND LANDED ON THE GRASS. DURING THE LANDING ROLLOUT A RUNWAY EDGE LIGHT BECAME IMBEDDED IN THE AIRCRAFTS WING. ALTHOUGH THE PILOT CLAIMS THAT THE GEAR DID NOT COLLAPSE DUE TO A HARD LANDING, INSPECTION AND WITNESS STATEMENTS REVEALED THAT THE GEAR COLLAPSED DUE TO A HARD LANDING.

Brief of Accident (Continued)

File No. - 840

7/06/87

SPOKANE,WA

A/C Reg. No. N5265B

Time (Lc1) - 1600 PDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR,NOSE GEAR - OVERLOAD
3. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 844 7/06/87 CASHMERE,WA A/C Reg. No. N73932 Time (Lcl) - 0830 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	- BELL 47G-3B-1	Eng Make/Model	- LYCOMING TVO-435	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 3	Rated Power	- 270 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 - 30.0 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>CASHMERE,WA</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 - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - WET</p> <p>ROUGH</p>
--	--	--

-----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	Current - YES	Total - 838
SE LAND	Months Since - 12	Make/Model- 489
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 3
		Last 30 Days- 106
		Last 90 Days- UNK/NR
		Rotorcraft - 681

Instrument Rating(s) - NONE

-----Narrative-----

DURING AERIAL APPLICATIONS MANEUVER A LOUD WHINE ACCOMPANIED BY A LOSS OF POWER OCCURRED. DURING FORCED LANDING A HARD LANDING WAS MADE COLLAPSING THE SKIDS WITH THE MAIN ROTOR BLADES STRIKING THE GROUND. NO REASON FOR THE POWER LOSS WAS FOUND.

Brief of Accident (Continued)

File No. - 844

7/06/87

CASHMERE, WA

A/C Reg. No. N73932

Time (Lcl) - 0830 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 845 7/08/87 LESTER,WA A/C Reg. No. N85591 Time (Lcl) - 1630 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation -PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C-65-8	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 - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	MAPLE VALLEY,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LESTER,WA	LESTER STATE
Wind Dir/Speed- 240/008 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,FLT ENG	Current - YES	Total - 3580
SE LAND,ME LAND	Months Since - 2	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 270
		Multi-Eng - 578
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 62
		Rotorcraft - 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL ONTO THE CLOSED RUNWAY THE AIRCRAFTS RIGHT WINGTIP STRUCK A POST. THE AIRPORT WAS NOTAMED CLOSED BUT NO X'S HAD BEEN MARKED ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 845

7/08/87

LESTER,WA

A/C Reg. No. N85591

Time (Lc1) - 1630 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. OBJECT - SIGN
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. NOTAMS - NOT IDENTIFIED - PILOT IN COMMAND
 4. AIRPORT FACILITIES, RUNWAY MARKING - INADEQUATE
-

-----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. - 843 7/10/87 LAKE CHELAN,WA A/C Reg. No. N8593Q Time (Lcl) - 1820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 185
Landing Gear - FLOAT
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-540-D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LAKE CHELAN,WA
Destination
UNK/NR

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 - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 38

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 860	Last 24 Hrs - UNK/NR
Make/Model- 200	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 60
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF FROM THE WATER THE PLT NOTICED A LOG PROTRUDING OUT OF THE WATER. THE ACFT STRUCK THE LOG AND THE PLT ROTATED PREMATURELY, BECAME AIRBORNE, AND THEN DESCENDED STRIKING THE WATER HARD.

Brief of Accident (Continued)

File No. - 843

7/10/87

LAKE CHELAN, WA

A/C Reg. No. N8593Q

Time (Lcl) - 1820 PDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)
1. OBJECT - SUBMERGED OBJECT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. LIFT-OFF - PREMATURE - 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. - 830 6/24/87 OSHKOSH,WI A/C Reg. No. N7006M Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 175C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2350
No. of Seats - 4

Eng Make/Model - CONTINENTAL GO-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 175 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 280/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HARTFORD,WI
Destination
CRANDON,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - N/A

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)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1130
Make/Model- 85
Instrument- 13
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING CRUISE FLIGHT NEAR OSHKOSH THE ENGINE QUIT FOR UNDETERMINED REASONS. THE PILOT CONTACTED WITTMAN FIELD AND WAS CLEARED BY AIR TRAFFIC PERSONNEL TO LAND ON RUNWAY 27. ATTEMPTS TO RESTART THE ENGINE WERE NOT SUCCESSFUL AND THE PILOT DITCHED THE AIRCRAFT INTO THE LAKE FOUR MILES EAST OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 830

6/24/87

OSHKOSH,WI

A/C Reg. No. N7006M

Time (Lcl) - 0900 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 835 6/30/87 DYCKESVILLE,WI A/C Reg. No. N33967 Time (Lcl) - 2030 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	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1200
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 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- 110/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
HOWARD,WI
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 - WATER
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total - 467	Last 24 Hrs - UNK/NR
Make/Model- 43	Last 30 Days- UNK/NR
Instrument- 2	Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT STALLED AS THE PILOT ATTEMPTED TO CLIMB AND TURN BACK TO FLY ALONG GREEN BAY SHORELINE. THE PILOT WAS FLYING APPROX. 100 TO 150 FEET ABOVE THE WATER IN ORDER FOR THE PASSENGER TO PHOTOGRAPH THE SHORELINE.

Brief of Accident (Continued)

File No. - 835

6/30/87

DYCKESVILLE, WI

A/C Reg. No. N33967

Time (Lcl) - 2030 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 816 4/14/87 GLENROCK, WY

A/C Reg. No. N1851P

Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-TAKEOFF				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
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/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 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
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - 26
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 28
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 120 Last 24 Hrs - UNK/NR
Make/Model- 74 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT PLANNED A TAKEOFF FROM THE UNIMPROVED RANCH RWY FOR A LOCAL FLT. ELEVATOR TRIM WAS NOT SET FOR TAKEOFF ACCORDING TO THE PLT. WHEN THE TAILWHEEL CAME UP DURING THE TAKEOFF ROLL, THE ACFT SWERVED LEFT, AND THE PLT ATTEMPTED TO CORRECT WITH RUDDER. DIRECTIONAL CONTROL WAS LOST. A GROUND LOOP RESULTED IN WING CONTACT WITH THE RWY. SUBSTANTIAL DAMAGE WAS DONE TO THE RIGHT WING AND RIGHT MAIN LANDING GEAR.

Brief of Accident (Continued)

File No. - 816

4/14/87

GLENROCK, WY

A/C Reg. No. N1851P

Time (Lcl) - 0900 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
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. - 850 4/28/87 BEULAH,WY A/C Reg. No. N9784L Time (Lcl) - 1500 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH A24R	Eng Make/Model - LYCOMING IO-360 A1B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SPEARFISH,SD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GILLETTE,WY	
Wind Dir/Speed- 330/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 456
SE LAND	Months Since - 23	Last 24 Hrs - 1
	Aircraft Type - C-177	Make/Model- 116
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT LOST POWER DURING A NORMAL CLIMB ON A PERSONAL TRIP. THE PRIVATE PLT NOTICED A DROP IN FUEL FLOW PRESSURE AND SMELLED FUEL. THE PLT THEN SELECTED BOOST PUMP ON BUT THE PRESSURE STAYED LOW. THE PLT ELECTED TO MAKE A FORCED LANDING AND SELECTED A FIELD. THE ACFT OVERFLEW THE FIELD AND IMPACTED IN A TREE FILLED SWAMP. POST ACCIDENT EXAM OF WRECKAGE DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE LOSS OF POWER OR THE FUEL ODOR.

Brief of Accident (Continued)

File No. - 850

4/28/87

BEULAH,WY

A/C Reg. No. N9784L

Time (Lcl) - 1500 MDT

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 867 5/20/87 CODY, WY

A/C Reg. No. N2336X

Time (Lcl) - 1722 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	2	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - PIPER PA-31T-620II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9000
No. of Seats - 8

Eng Make/Model - P&W PT6A-28
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 620 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed- 360/010 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT OBSCURED
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
IDAHO FALLS, ID
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

E.E. FAUST REGIONAL
Runway Ident - 22
Runway Lth/Wid - 8500/ 100
Runway Surface - ASPHALT
Runway Status - WET

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/TVOR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND
HELICOPTER

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	- 6500	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N2336X WAS ON A BUSINESS FLT TO CODY, WY. THE PILOT EXECUTED A MISSED APPROACH ON THE FIRST ATTEMPT OF THE VOR-A APPROACH. A PILOT WHO LANDED AT CODY MINUTES BEFORE THE ACCIDENT SAID THE VISIBILITY HAD DECREASED TO 3/4 OF A MI WHEN N2336X MADE THE FIRST APPROACH AND APPROX 1/2 MI WHEN N2336X CRASHED. EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION OR FAILURE OF THE AIRCRAFT PRIOR TO ACCIDENT. THE SAS SERVO ARM WAS FOUND IN THE FULL UP POSITION. THE AIRCRAFT STRUCK THE TERRAIN IN A STEEP NOSE LOW ATTITUDE ON A HEADING THAT WAS OPPOSITE TO THE DIRECTION OF FLIGHT. APP MINS AT CODY ARE 5800 FT & 1 MILE VIS.

Brief of Accident (Continued)

File No. - 867

5/20/87

CODY,WY

A/C Reg. No. N2336X

Time (Lc1) - 1722 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

1. WEATHER CONDITION - BELOW APPROACH MINIMUMS
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - SNOW
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - CIRCLING(IFR)

Finding(s)

6. AIRSPEED - 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) 4,5,6

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. - 985 5/27/87 UPTON,WY

A/C Reg. No. N2933C

Time (Lcl) - 1400 MDT

-----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 -TAXI

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-J11
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
NEWCASTLE,WY
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

UPTON
Runway Ident - 13
Runway Lth/Wid - 3850/ 100
Runway Surface - GRAVEL
Runway Status - DRY

Wind Dir/Speed- 210/020 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

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 - 22

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 144	Last 24 Hrs	- 1
Make/Model-	44	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	31

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED COMPLETING A CROSS WIND LANDING WITH STRONG GUSTS. WHILE TAXIING FROM LANDING, THE WIND LIFTED THE ACFT FROM THE RIGHT AND IT NOSED OVER. THE RWY USED WAS 13, AND THE FBO REPORTED WINDS AS 210 DEGREES AT 20 KNOTS, GUSTING TO 40 KNOTS.

Brief of Accident (Continued)

File No. - 985

5/27/87

UPTON, WY

A/C Reg. No. N2933C

Time (Lcl) - 1400 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - 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) 1,2,3

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