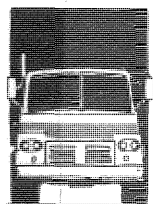
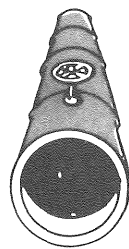
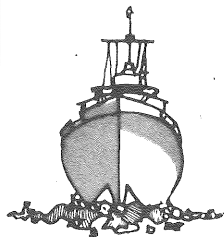
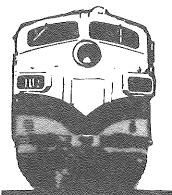


AB 88-10

PB88-916910



# **NATIONAL TRANSPORTATION SAFETY BOARD**

**WASHINGTON, D.C. 20594**

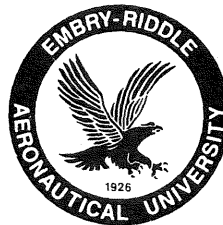
## **AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 6 OF 1987 ACCIDENTS**

**NTSB/AAB-88/10**



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**TECHNICAL REPORT DOCUMENTATION PAGE**

1. Report No. NTSB/AAB-88/10		2. Government Accession No. PB88-916910		3. Recipient's Catalog No.	
4. Title and Subtitle Aircraft Accident Briefs - Brief Format U.S. Civil and Foreign Aviation Calendar Year 1987 - Issue Number 6				5. Report Date October 25, 1988	
				6. Performing Organization Code	
7. Author(s)				8. Performing Organization Report No.	
9. Performing Organization Name and Address Bureau of Field Operations National Transportation Safety Board Washington, D.C. 20594				10. Work Unit No.	
				11. Contract or Grant No.	
12. Sponsoring Agency Name and Address  NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594				13. Type of Report and Period Covered Approximately 200 General Aviation and Air Carrier Accidents Occurring in 1987 in Brief Format	
				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  <p align="center">File Numbers: 1001 through 1200</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
19. Security Classification (of this report) UNCLASSIFIED		20. Security Classification (of this page) UNCLASSIFIED		21. No. of Pages 412	
				22. Price	

Doc  
NTSB  
AAB  
88/10  
1987  
ISS 6

## 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 there 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 6**

**CALENDAR YEAR 1987**

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1000	4JD	071087	BENTON, AR	BEECH	BE-58	NONE	38
1001	3604Q	070987	RUSSELLVILLE, AR	BEECH	A23-24	NONE	36
1002	9161C	062787	BULL SHOALS, AR	CESSNA	180	MINOR	34
1003	86KL	062887	IOWA CITY, IA	LOWDER	QUICKIE II	NONE	92
1004	8591G	073087	BOND, AR	CESSNA	150F	NONE	40
1005	1454T	062587	KETCHIKAN, AK	DEHAVILLAND	DHC-2	NONE	2
1006	55FS	070387	OLYMPIA, WA	CESSNA	206	MINOR	362
1008	18933	071687	DEER PARK, WA	BEECH	C23	MINOR	366
1009	3736J	070387	VASHON, WA	CESSNA	150G	FATAL	360
1010	6528G	060987	THE DALLES, OR	CESSNA	150L	SERIOUS	270
1011	3063A	072187	COEUR D'ALENE, ID	CESSNA	170B	NONE	96
1012	6798Q	031987	REUBENS, ID	GRUMMAN	G164B	NONE	94
1013	47354	072287	COLUMBIA, MO	CESSNA	152	NONE	178
1014	3169N	071287	BADERVILLE, MO	AIR TRACTOR	AT301A	NONE	174
1015	3923R	060887	FRANKLIN, NC	PIPER	PA-28-180	NONE	186
1016	5416H	073187	ANCHORAGE, AK	PIPER	PA-18	SERIOUS	4
1017	91021	101487	TIN CITY, AK	CESSNA	207A	MINOR	18
1018	5416R	091487	MT. WATANA, AK	CESSNA	185	NONE	10
1019	4370A	091587	SKWENTNA, AK	PIPER	PA-18	NONE	12
1020	4091V	081287	MI.70 GLENN HWY, AK	CESSNA	170	NONE	6
1021	1786U	091787	TWO LAKES, AK	CESSNA	207	NONE	14
1022	8155A	071287	VINCENNES, IN	PIPER	PA-28-181	SERIOUS	124
1023	75546	050287	MANDAN, ND	BOEING	A75N1	NONE	198
1024	46231	052087	TAOS, NM	CESSNA	172I	NONE	232
1025	201MK	051787	ENGLEWOOD, CO	MOONEY	M20J	NONE	50



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1026	5919V	070987	MIDLAND, TX	PIPER	PA-28R-201	NONE	316
1027	7259A	050387	AMARILLO, TX	CESSNA	172	NONE	302
1028	5594T	071187	QUITMAN, TX	CESSNA	172E	SERIOUS	320
1029	179FR	091387	EDMOND, OK	CESSNA	172	NONE	268
1030	12102	101087	HARLINGEN, TX	NORTH AMERIC	P82-B	NONE	344
1031	5510X	072287	LA JOYA, TX	AERO COMMAND	S2R	NONE	322
1032	104MN	020187	DILLINGHAM, HI	GLASER-DIRKS	DG-400	FATAL	90
1033	13618	061487	YUKON, OK	CESSNA	172	NONE	260
1034	874K	061487	LAGO VISTA, TX	GREAT LAKES	2T-1A	NONE	308
1035	5552W	060987	NORMAN, OK	PIPER	PA-28-160	NONE	258
1036	5079A	061487	CAMERON, TX	CESSNA	172	NONE	310
1037	5734S	070987	VENICE, LA	BELL	206L-1	MINOR	140
1038	5496E	062187	ALICE, TX	CESSNA	182	NONE	312
1039	45994	062587	DOTHAN, AL	CESSNA	152	NONE	24
1040	8021W	061687	HAZARD, KY	PIPER	PA-28-180	NONE	130
1041	80929	071487	RALEIGH, NC	CESSNA	172M	SERIOUS	194
1042	2833J	072887	FAIRFIELD, NE	CESSNA	188B	NONE	214
1043	8097S	071587	ADAMS, NE	PIPER	PA-28-181	NONE	212
1044	8911H	072087	LILBOURN, MO	SCHWEIZER	G-164A	NONE	176
1045	5701U	071187	OTTAWA, KS	PIPER	PA-28-140	NONE	128
1046	4637Q	042487	LUFKIN, TX	CESSNA	T210L	SERIOUS	300
1047	2287L	060387	SO. WINDSOR, CT	ROBINSON	R22 MARINE	FATAL	72
1048	9555Y	012487	BABYLON, NY	BEECH	95-A55	NONE	244
1050	5535E	041187	FERGUSON TWSHP, PA	CESSNA	172N	FATAL	282
1051	7495M	092787	CAMP VERDE, CA	CESSNA	175	NONE	48

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1052	68853	092687	LAKEPORT, CA	BOEING	A75N1	NONE	46
1053	75584	033187	OAKLAND, CA	CESSNA	172N	FATAL	42
1053	39614	033187	OAKLAND, CA	PIPER	PA-32RT-30	FATAL	44
1054	6769U	071987	BASYE, VA	MOONEY	M-20C	NONE	356
1055	8446L	062087	ELLISVILLE, MS	CESSNA	172I	FATAL	180
1056	6772D	062087	MIAMI, FL	BELL	47G-2	NONE	78
1057	10AA	072087	GREENWOOD, MS	SCHWEIZER	G-164A	NONE	182
1058	61897	072687	ATLANTIC OCEAN, AO	CESSNA	172M	SERIOUS	32
1059	4745A	082587	SARASOTA, FL	CESSNA	152	NONE	82
1060	2496Z	060687	GAITHERSBURG, MD	PICCARD	AX-6	FATAL	150
1061	734ZD	030287	CHARLOTTESVILLE, VA	CESSNA	172N	NONE	350
1062	717AM	011787	LYNCHBURG, VA	ROCKWELL	500S	NONE	348
1063	8218E	031387	NORFOLK, VA	NORTH AMERIC	SNJ-5	NONE	352
1064	3177L	061087	WINTER HAVEN, FL	BELL	206L-1	NONE	74
1065	89784	062387	FALMOUTH, KY	CESSNA	140	NONE	132
1066	5667F	062087	AUGUSTA, GA	MAULE	M-7-235	NONE	84
1067	6078Z	061987	MYRTLE BEACH, SC	PIPER	PA-25	NONE	288
1068	1029K	061887	LONDON, OH	LUSCOMBE	8A	NONE	248
1069	5670C	042887	GREENVILLE, SC	MAULE	MX-7-180	NONE	286
1070	41871	081687	BELLEVUE, WA	FLEET	16B	FATAL	376
1071	2415J	072487	GRESHAM, OR	CESSNA	150G	NONE	276
1072	5531N	072487	BURLEY, ID	DAVIS	STARSHIP A	NONE	98
1073	5030H	072287	THE DALLES, OR	PIPER	PA-11	NONE	272
1074	2794B	072287	ASHLAND, OR	AERO COMMAND	560-A	FATAL	274
1075	47058	071687	SPENCER, WV	FLEET	16B	MINOR	388

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1076	18880	051287	CHESTERTOWN, MD	BEECH	C-24R	NONE	148
1078	72415	060187	GARRISON, ND	CESSNA	TU206D	MINOR	200
1079	9128D	053087	WOLF POINT, MT	PIPER	PA-18-150	NONE	184
1080	9611C	050987	TATUM, NM	NORTH AMERIC	T-28D	FATAL	230
1081	4709R	072887	ASPEN, CO	CESSNA	172RG	NONE	60
1082	6060X	062487	RESERVE, NM	MOONEY	M20A	FATAL	234
1083	8972Y	072087	MARNE, MI	PIPER	PA-25-235	MINOR	162
1084	15395	062287	PEORIA HEIGHTS, IL	BELL	47G2	NONE	112
1085	6AJ	042687	MIDLAND, MI	PIPER	J3C	NONE	156
1086	135HA	040387	BIG LAKE, MN	HILLER	UH-12ET	NONE	166
1087	2968U	020287	PLAINFIELD, IL	CESSNA	172	FATAL	108
1088	71383	020187	EAST TROY, WI	CESSNA	182M	NONE	378
1089	8563V	100487	FOWLER, CO	BELLANCA	7ECA	SERIOUS	68
1090	52575	061987	MARION, NC	CESSNA	172P	MINOR	188
1092	6509Q	053187	IOLA, WI	AIRCOUPE	A-2-DEX	NONE	382
1093	5140S	031287	HOLLAND, MI	PIPER	PA-28R	NONE	154
1094	94197	020787	CLINTON, MD	CESSNA	152II	NONE	144
1095	50077	030987	ONEIDA, TN	CESSNA	150H	FATAL	292
1096	930BG	070587	MT. AIRY, NC	BURKHART GRO	G-103A	NONE	192
1097	1879L	071787	PAGOSA SPRINGS, CO	BEECH	58	NONE	58
1098	71SB	071787	VAIL, CO	MOONEY	M20E	FATAL	56
1099	59FC	081687	GRAFTON, WV	LAKE	LA-4-200	SERIOUS	390
1100	7659M	070387	SEBRING, OH	CESSNA	175	SERIOUS	252
1101	2828J	062587	DYERSBURG, TN	CESSNA	A188B	NONE	294
1102	617MS	062487	MADISONVILLE, KY	BEECH	200C	NONE	134

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1103	731GG	082587	STONINGTON, CO	CESSNA	A188B	NONE	66
1104	8953H	080487	SPRINGFIELD, CO	GRUMMAN SCHW	G-164A	NONE	62
1105	2238W	090887	MINOT, ND	BELL	47G-4A	NONE	210
1106	3530Q	080487	VALLEY CITY, ND	CESSNA	188	NONE	206
1107	7650R	061387	ERIE, CO	BEECH	19A	NONE	52
1108	2083K	032087	RUTLAND, VT	PIPER	PA-34-200T	NONE	358
1109	63218	021787	MANVILLE, NJ	CESSNA	150C	NONE	222
1110	97202	020587	WILDWOOD, NJ	STINSON	108	NONE	218
1111	9659A	092187	GILLETTE, WY	BAKENG	DEUCE	NONE	394
1112	72414	082187	BASIN, WY	CESSNA	A188B	NONE	392
1113	11024	082687	DEVILS LAKE, ND	CHAMPION	7ECA	SERIOUS	208
1114	8433D	080887	GREELEY, CO	PIPER	PA-22	NONE	64
1115	53811	080487	TAOS, NM	BELLANCA	8K CAB	MINOR	238
1116	5836J	061387	NORWOOD, CO	CESSNA	A185E	NONE	54
1117	57773	061487	DRISCOLL, ND	PIPER	PA-36-285	NONE	204
1118	8286	060987	GRAFTON, ND	HILLER	UH-12E	NONE	202
1119	692RF	061187	SALT LAKE CITY, UT	CESSNA	T210H	NONE	346
1120	736KT	101887	ASPEN, CO	CESSNA	R172K	MINOR	70
1121	11HJ	090387	BROOKS, GA	PITTS	S-1	FATAL	88
1122	3463Y	082287	MT AIRY, NC	CESSNA	A185F	NONE	196
1123	8389Y	070887	GULF SHORES, AL	PIPER	PA-28-181	NONE	26
1124	1311D	101287	KING SALMON, AK	CESSNA	170	NONE	16
1126	767AL	020487	ANGLETON, TX	SIKORSKY	S-76A	FATAL	298
1127	4443T	093087	ALVIN, TX	PIPER	PA-28-180	NONE	342
1128	4868B	090787	ROBY, TX	CESSNA	152	MINOR	336

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1129	48140	090687	COLLEGE STATION, TX	CESSNA	152	MINOR	334
1130	894B	090387	LIVINGSTON, TX	MOONEY	M20	MINOR	332
1131	23943	073087	SAN BENITO, TX	PIPER	PA-38-112	SERIOUS	328
1132	731TT	081187	PEARLAND, TX	CESSNA	P210N	MINOR	330
1133	67SN	092787	DEL RIO, TX	NIXON	QUICKIE 1	SERIOUS	340
1134	48735	051687	SARGENT, TX	CESSNA	152	SERIOUS	304
1135	56QQ	052187	OLLA, LA	CESSNA	A150L	SERIOUS	136
1136	9874U	062687	MARIETTA, OK	GRUMMAN AMER	AA-5A	NONE	262
1137	3564L	062687	BAYTOWN, TX	GREAT LAKES	2T-1A-2	NONE	314
1138	49131	062987	FARRIS, OK	CESSNA	152	NONE	264
1139	5630K	061887	MERRITT ISLAND, FL	MOONEY	M20J	FATAL	76
1140	22GM	072987	ST PETERSBURG, FL	PIPER	PA-23-160	NONE	80
1141	4229X	073187	PLYMOUTH, WA	ROCKWELL INT	S-2R	NONE	372
1142	321AK	072687	ARANSAS PASS, TX	PIPER	PA-18A	NONE	324
1143	25846	021087	GAITHERSBURG, MD	CESSNA	152C	NONE	146
1144	6801U	081387	BALTIMORE, MD	MOONEY	M20C	NONE	152
1145	1810E	071887	SALUDA, VA	AERONCA	7AC	NONE	354
1146	150VA	062487	MAYSVILLE, WV	CESSNA	150/HORTON	MINOR	386
1147	400JT	071287	SPOKANE, WA	BOEING	1B75A	NONE	364
1148	8883R	080487	MAHONEY CREEK, ID	BELLANCA	14-19-3A	NONE	100
1149	5768J	072387	BELLEVUE, WA	CESSNA	T210K	NONE	368
1150	63071	101687	PETERSBURG, AK	CESSNA	180K	MINOR	20
1151	8803R	080787	HAMER, ID	EAGLE	DW-1	NONE	102
1152	38Z	082387	TWIN FALLS, ID	LUTZ	FLYING DUT	FATAL	106
1153	2507K	081787	JUNEAU, AK	LUSCOMBE	8A	NONE	8

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1154	1834M	081387	CASCADE, ID	BEECH	A36TC	NONE	104
1155	9233R	080487	EATONVILLE, WA	CESSNA	TR182	NONE	374
1156	1648T	072887	CUBA, NM	CESSNA	414	NONE	236
1157	8771U	080487	AUSTIN, NV	CESSNA	150M	NONE	240
1158	6133B	073087	SUNNYSIDE, WA	CESSNA	182A	NONE	370
1159	15793	091587	EMMAUS, PA	PIPER	PA-28-140	MINOR	284
1160	51358	080687	LAS VEGAS, NV	CESSNA	150J	FATAL	242
1161	1175C	070787	TULSA, OK	PIPER	PA-22-135	MINOR	266
1162	222WY	080587	NORTH PLAINS, OR	BELLANCA	7GCBC	NONE	278
1163	7930G	072687	ROCKWALL, TX	CESSNA	150L	NONE	326
1164	8485L	070787	BATON ROUGE, LA	CESSNA	172I	MINOR	138
1165	40684	071087	HOUSTON, TX	MAULE	M-4-210C	NONE	318
1166	5215P	052187	MCKINNEY, TX	CESSNA	152	NONE	306
1167	9385C	070287	LIBERTY, NC	PIPER	PA-32RT-30	NONE	190
1168	15978	062687	JESUP, GA	PIPER	PA-28-180	FATAL	86
1169	205PS	061087	MELVIN, AL	BELL	TH-13T	NONE	22
1170	9168N	090287	APPLETON, WI	AERO COMMAND	690	NONE	384
1171	54452	082987	WHEELING, IL	CESSNA	172P	NONE	116
1172	3967R	022287	COLEBROOK, NH	PIPER	PA-28-180	MINOR	216
1173	2525T	062887	NEW ELLENTON, SC	NAVION	H	NONE	290
1174	38344	062587	BOWLING GREEN, OH	PIPER	PA-28R-201	MINOR	250
1175	46233	070987	GOODWAY, AL	CESSNA	172I	NONE	28
1176	10175	081087	DOTHAN, AL	BELL	47G (TOM C	MINOR	30
1177	818HJ	052087	MONROEVILLE, OH	BELL	47G-2A	NONE	246
1178	348KE	081387	CAMBRIDGE, OH	EMBREE	SONERAI II	NONE	256

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1179	52LA	080887	LANCASTER, OH	ALLEN	PITTS SPEC	FATAL	254
1180	94902	030687	ROBBINSVILLE, NJ	CESSNA	152	NONE	228
1181	8656P	022087	MARLBORO, NJ	PIPER	PA-24	NONE	224
1182	3045Z	022187	TUNKHANNOCK, PA	PIPER	PA-22	NONE	280
1183	4792D	020787	CALDWELL, NJ	CESSNA	172	NONE	220
1184	7182B	021187	OXFORD, MA	PIPER	PA-18	NONE	142
1185	32387	081887	TROY, MI	PIPER	PA-28-140	MINOR	164
1186	1354D	081787	MONTICELLO, MN	CESSNA	170A	NONE	172
1187	4935F	081087	DELFT, MN	PIPER	PA-28-151	NONE	170
1188	9456U	073087	WHEELING, IL	CESSNA	150	NONE	114
1189	6341D	071987	TROY, MI	CESSNA	172N	NONE	160
1190	761Q	061487	LA PORTE, IN	CESSNA	210M	NONE	122
1191	4365C	071387	LAKE MONROE, IN	CHAMPION	7EC	MINOR	126
1192	3625B	061787	AURORA, IL	HUGHES	300C	NONE	110
1193	2180R	060287	MARION, IN	PIPER	PA-28-180	NONE	120
1194	3970G	052987	GRAND RAPIDS, MN	CESSNA	U206C	NONE	168
1195	9821J	022787	CROSS KEYS, NJ	CESSNA	172	NONE	226
1196	3278D	062687	LUDINGTON, MI	NORTH AMERIC	P-51D	FATAL	158
1197	3885R	092587	CHUCKEY, TN	CESSNA	172H	NONE	296
1198	50499	051787	NEILLSVILLE, WI	CESSNA	150J	MINOR	380
1199	2382R	041687	WEST POINT, IN	CESSNA	182G	FATAL	118
1200	67439	092487	MCKINNEY, TX	CESSNA	152	NONE	338





**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

**U.S. CIVIL AND FOREIGN AVIATION**

**ISSUE NUMBER 6 OF 1987 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1005

6/25/87

KETCHIKAN, AK

A/C Reg. No. N1454T

Time (Lcl) - 0910 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-POSITIONING	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	0
Accident Occurred During	-LANDING				

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

Fire Crew  
NONE Pass

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

Make/Model - DEHAVILLAND DHC-2  
Landing Gear - FLOAT  
Max Gross Wt - 5090  
No. of Seats - 7

Eng Make/Model - P & W PT6A20  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 500 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- 340/005 KTS

Visibility - 35.0 SM

Lowest Sky/Clouds - 3200 FT SCATTERED

Lowest Ceiling - 15000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CLOVER BAY, AK

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

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

HELICOPTER

Age - 46

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 19750

Make/Model- UNK/NR

Instrument- 500

Multi-Eng - 850

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 4300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING AT KETCHIKAN AIRPORT THE PILOT STATED HE MADE A LAST MINUTE RUNWAY CHANGE DUE TO DEPARTING TRAFFIC. TURNING BASE THE PILOT REDUCED POWER TO IDLE. HE THEN ADVANCED THE THROTTLE AND RECEIVED NO RESPONSE. THE PILOT COULD NOT MAKE THE RUNWAY AND ELECTED TO MAKE A WATER LANDING WITH THE LANDING GEAR DOWN. ON LANDING THE AIRCRAFT FLIPPED OVER INVERTED.

Brief of Accident (Continued)

File No. - 1005

6/25/87

KETCHIKAN, AK

A/C Reg. No. N1454T

Time (Lc1) - 0910 ADT

Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH - VFR PATTERN - BASE TURN

Finding(s)

1. MISCELLANEOUS - UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

2. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1016      7/31/87      ANCHORAGE, AK      A/C Reg. No. N5416H      Time (Lcl) - 0922 ADT

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

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

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

Make/Model	- PIPER PA-18	Eng Make/Model	- CONTINENTAL C-90-8F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1750	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 90 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	MERRILL FIELD
Wind Dir/Speed	- 340/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 24
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Clearance	- 4000/ 100
Lowest Ceiling	- 8000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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 - YES	Total - 1650	Last 24 Hrs - 1
SE LAND,ME LAND	Months Since - 7	Make/Model- 500	Last 30 Days- UNK/NR
	Aircraft Type - PA-32	Instrument- UNK/NR	Last 90 Days- 150
		Multi-Eng - 20	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TWO CERTIFICATED FLIGHT INSTRUCTORS INTENDED TO PRACTICE LANDINGS IN A TAIL WHEEL AIRPLANE. SHORTLY AFTER THE FIRST TAKE OFF, THE PIC STATED THAT THERE WAS AN ABRUPT LOSS OF POWER. THE AIRPLANE WAS UNABLE TO RETURN TO THE AIRPORT AND CRASHED ON A RESIDENTIAL STREET. A POST-CRASH INSPECTION REVEALED THAT THE CARBURETOR HEAT AIR DEFLECTOR VALVE IN THE CARBURETOR AIR BOX HAD DISENGAGED FROM ITS MOUNTING DUE TO CORROSION, AND HAD BLOCKED OFF ALL AIR TO THE CARBURETOR CAUSING THE ENGINE TO QUIT.

Brief of Accident (Continued)

File No. - 1016

7/31/87

ANCHORAGE, AK

A/C Reg. No. N5416H

Time (Lc1) - 0922 ADT

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

Finding(s)

1. RAM/INDUCTION AIR - BLOCKED(TOTAL)
2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL

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 - TREE(S)
4. OBJECT - POLE

----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. - 1020      8/12/87      MI.70 GLENN HWY,AK      A/C Reg. No. N4091V      Time (Lcl) - 2100 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	-LANDING					

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

Make/Model	- CESSNA 170	Eng Make/Model	- CONTINENTAL D-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - ACFT RADIO</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 1.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 500 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>TOK,AK</p> <p>Destination</p> <p>BIRCHWOOD,AK</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 125
SE LAND	Months Since - 12	Make/Model- 125
	Aircraft Type - C-170	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- 20
		Last 90 Days- 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE WEATHER WAS DETERIORATING WITH VISIBILITY LESS THAN ONE MILE AND RAINSHOWERS. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING ON A STATE HIGHWAY. DURING THE LANDING ROLL THE AIRCRAFT STRUCK A ROAD SIGN WITH THE RIGHT WING OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1020

8/12/87

MI. 70 GLENN HWY, AK

A/C Reg. No. N4091V

Time (Lcl) - 2100 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - LOW CEILING
  3. WEATHER CONDITION - RAIN
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
- 

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

Finding(s)

5. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1153      8/17/87      JUNEAU, AK      A/C Reg. No. N2507K      Time (Lcl) - 1530 ADT

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

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

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

Make/Model - LUSCOMBE 8A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</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 SAME AS ACC/INC</p> <p>Destination SITKA, 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 ON AIRPORT</p> <p>Airport Data</p> <p>JUNEAU INT'L</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 8456/ 150</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>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 49</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 930</p> <p>Make/Model- 12</p> <p>Instrument- 19</p> <p>Last 24 Hrs - 0</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 54</p>
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

DUE TO A LOW BATTERY CHARGE, THE PLT ELECTED TO HAND PROP THE ACFT TO START THE ENG. HE RPRTD THE ENG BECAME FLOODED, SO HE SHUT OFF THE MAGS & OPENED THE THROTTLE, TO CLEAR THE ENG WHILE HAND TURNING THE PROP. HE THEN TURNED ON THE MASTER SW & MAGS, BUT FAILED TO CLOSE THE THROTTLE. SUBSEQUENTLY, WHILE HAND PROPPING WITH NO ONE AT THE CTLS, THE ENG STARTED & THE ACFT JUMPED THE CHOCKS & STRUCK AN UNOCCUPIED PLANE.



Brief of Accident (Continued)

File No. - 1153

8/17/87

JUNEAU, AK

A/C Reg. No. N2507K

Time (Lcl) - 1530 ADT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
  2. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
- 

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

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

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. - 1018      9/14/87      MT. WATANA, AK      A/C Reg. No. N5416R      Time (Lcl) - 2200 ADT

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

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

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

Make/Model	- CESSNA 185	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE</p> <p>Visibility - 100.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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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, SE SEA</p>	<p>Age - 40</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - C-185</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 8500</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 2100</td> <td>Last 30 Days- 60</td> </tr> <tr> <td>Instrument- 285</td> <td>Last 90 Days- 105</td> </tr> <tr> <td>Multi-Eng - 200</td> <td></td> </tr> </table>	Total - 8500	Last 24 Hrs - 2	Make/Model- 2100	Last 30 Days- 60	Instrument- 285	Last 90 Days- 105	Multi-Eng - 200	
Total - 8500	Last 24 Hrs - 2									
Make/Model- 2100	Last 30 Days- 60									
Instrument- 285	Last 90 Days- 105									
Multi-Eng - 200										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFTOFF FROM A LAKE THE AIRPLANE'S ENGINE STOPPED PRODUCING POWER AND THE AIRPLANE BEGAN SETTLING TOWARD THE REMAINING LAKE. THE ENGINE SURGED AND THE AIRPLANE CRASHED ON THE TUNDRA, 200 YARDS FROM THE LAKE'S EDGE. THE PILOT STATED THAT HE DRAINED THE FUEL SUMPS ON THE FIRST FLIGHT OF THE DAY AND FOUND WATER, BUT DID NOT DRAIN THE FUEL SUMPS ON SUBSEQUENT FLIGHTS.

Brief of Accident (Continued)

File No. - 1018

9/14/87

MT. WATANA, AK

A/C Reg. No. N5416R

Time (Lc1) - 2200 ADT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
  2. FUEL SYSTEM - WATER
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

-----  
Occurrence #3      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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1019      9/15/87      SKWENTNA,AK      A/C Reg. No. N4370A      Time (Lcl) - 1130 ADT

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

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

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

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 9000
SE LAND,SE SEA	Months Since - 9	Make/Model- 2500
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 2
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE STOPPED PRODUCING POWER BUT CONTINUED TO WINDMILL. THE PILOT WAS ABLE TO GLIDE TO A GRAVEL BAR AND INTENTIONALLY GROUNDLOOPEO TO AVOID HITTING OBSTRUCTIONS. THE PILOT STATED HE BELIEVED THE AIRCRAFT RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1019

9/15/87

SKWENTNA,AK

A/C Reg. No. N4370A

Time (Lcl) - 1130 ADT

-----  
Occurrence #1      LOSS OF ENGINE 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 - EMERGENCY

-----

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

Finding(s)

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
  4. TERRAIN CONDITION - HIGH OBSTRUCTION(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) 3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1021      9/17/87      TWO LAKES, AK      A/C Reg. No. N1786U      Time (Lcl) - 1400 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-KENAI AVIATION	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF						

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

Make/Model	- CESSNA 207	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	KENAI, AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE			Runway Lth/Wid	- N/A
Visibility	- 50.0 SM	ATC/Airspace		Runway Surface	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	- VFR	Runway Status	- N/A
Lowest Ceiling	- 5000 FT OVERCAST	Type of Clearance	- NONE		
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 28000
SE LAND, ME LAND	Months Since - 3	Make/Model	- 10000
	Aircraft Type - C-207	Instrument	- 400
		Multi-Eng	- 10000
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 165

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE GRAVEL AIRSTRIP WAS MUDDY AND HE LIFTED OFF AT THE END OF THE STRIP. THE AIRCRAFT CLIPPED A TREE WITH THE HORIZONTAL STABILIZER AND THE AIRPLANE SETTLED INTO THE TREES.

Brief of Accident (Continued)

File No. - 1021

9/17/87

TWO LAKES, AK

A/C Reg. No. N1786U

Time (Lc1) - 1400 ADT

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

Finding(s)

1. OBJECT - TREE(S)
2. TERRAIN CONDITION - SOFT
3.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
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) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1124

10/12/87

KING SALMON, AK

A/C Reg. No. N1311D

Time (Lc1) - 0930 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

Eng Make/Model - LYCOMING O-300  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 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- VARIABLE  
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  
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, COMMERCIAL, CFI  
SE LAND  
HELICOPTER

Age - 27

Biennial Flight Review

Current - YES  
Months Since - 1  
Aircraft Type - B-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2498	Last 24 Hrs - 1
Make/Model- 615	Last 30 Days- UNK/NR
Instrument- 207	Last 90 Days- 110
Multi-Eng - 12	Rotorcraft - 1390

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PLT RPRTD THERE WAS FROST ON THE ACFT & THAT A ROPE HAD BEEN USED TO SMOOTH IT OFF. HE THEN INITIATED A TAKEOFF FROM A DRY LAKE BED. AFTER LIFT-OFF, THE ACFT SETTLED BACK TO THE GROUND & STRUCK A BERM AT THE END OF THE TAKEOFF AREA.



Brief of Accident (Continued)

File No. - 1124

10/12/87

KING SALMON, AK

A/C Reg. No. N1311D

Time (Lc1) - 0930 ADT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
2. ICE/FROST REMOVAL FROM AIRCRAFT - NOT ATTAINED - PILOT IN COMMAND
3. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
4. LIFT-OFF - PREMATURE -
5. CLIMB - NOT POSSIBLE -

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

Finding(s)

6. 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) 6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1017      10/14/87      TIN CITY, AK      A/C Reg. No. N91021      Time (Lc1) - 1210 ADT

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

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

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	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	- IMC	LOCAL			
Wind Dir/Speed	- 100/030 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- VFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- N/A
Lowest Ceiling	- 900 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 - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, FLT ENG	Current - YES	Total - 3200	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 6	Make/Model - 1500	Last 30 Days - 25
	Aircraft Type - C-207	Instrument - 580	Last 90 Days - 50
		Multi-Eng - 15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE WIND WAS A DIRECT CROSSWIND AND THE VELOCITY WAS 30 KNOTS GUSTING TO 38 KNOTS. DURING THE TAKE OFF ROLL, THE AIRPLANE LIFTED OFF THE GROUND AND THEN SETTLED AND RAN OFF THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1017

10/14/87

TIN CITY, AK

A/C Reg. No. N91021

Time (Lc1) - 1210 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - HIGH WIND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  5. WIND INFORMATION - NOT ATTAINED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1150      10/16/87      PETERSBURG, AK      A/C Reg. No. N63071      Time (Lcl) - 1559 ADT

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

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

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

Make/Model - CESSNA 180K	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3190	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 - UNK/NR	PETERSBURG, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PETERSBURGS SEAPLANE
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 10000/ 500
Lowest Sky/Clouds - 2800 FT	Type of Clearance - VFR	Runway Surface - WATER
Lowest Ceiling - 2800 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER - GLASSY
Obstructions to Vision- NONE		
Precipitation - RAIN		
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 - 50
SE LAND, SE SEA	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-172	Make/Model- 26
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF THE FLOATPLANE RPRTD THAT AFTER THE ACFT TOUCHED DOWN DRG A WATER LNDG & WAS ON THE "ROLL-OUT," SHE PUSHED THE CARB HEAT IN & LEANED FORWARD TO RAISE THE FLAPS. AT ABOUT THAT TIME, THE FLOATPLANE BGN TO SWERVE. SHE ATTEMPTED TO REGAIN CONTROL; HOWEVER, THE LEFT WING OF THE FLOATPLANE STRUCK THE WATER, THEN THE ACFT NOSED DOWN & ROLLED OVER.

Brief of Accident (Continued)

File No. - 1150

10/16/87

PETERSBURG, AK

A/C Reg. No. N63071

Time (Lc1) - 1559 ADT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. WATER LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
  3.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1169      6/10/87      MELVIN, AL      A/C Reg. No. N205PS      Time (Lcl) - 0740 CDT

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

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

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

Make/Model	- BELL TH-13T	Eng Make/Model	- LYCOMING VO-540	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	- 2	Rated Power	- 280 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- 180/005 KTS</p> <p>Visibility       - 8.0 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      - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident       - N/A</p> <p>Runway Lth/Wid    - N/A</p> <p>Runway Surface    - N/A</p> <p>Runway Status      - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10395      Last 24 Hrs - 10
SE LAND, ME LAND	Months Since - 6	Make/Model- 600      Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 40      Last 90 Days- 100
		Multi-Eng - 1535      Rotorcraft - 1820

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AFTER LNDG TO RELOAD WITH HERBICIDE, HE GOT OUT OF THE HELICOPTER TO CHECK THE FUEL IN THE TANKS. AFTER A VISUAL INSPN, HE BELIEVED HE HAD "AN ADEQUATE AMOUNT" OF FUEL TO FLY ABOUT 1/4 MI TO THE AREA TO BE SPRAYED, APPLY THE CHEMICAL & RETURN TO THE LOADING AREA. HOWEVER, WHEN HE WAS ON THE LAST SPRAY RUN AT ABOUT 40' AGL, THE ENG LOST POWER. THE PLT MADE AN AUTOROTATIVE APCH TO A NEARBY ROAD WHERE THE HELICOPTER LNDD HARD & SKIDDED TO A STOP. DRG THE LNDG, THE TAIL BOOM HIT THE ROAD & WAS EXTENSIVELY DAMAGED. THE PLT STATED THE HELICOPTER RAN OUT OF FUEL.

Brief of Accident (Continued)

File No. - 1169

6/10/87

MELVIN,AL

A/C Reg. No. N205PS

Time (Lcl) - 0740 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
  2. FLUID,FUEL - EXHAUSTION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
- 

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

Finding(s)

4. AUTOROTATION - PERFORMED -
- 

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1039      6/25/87      DOTHAN, AL      A/C Reg. No. N45994      Time (Lc1) - 1715 CDT

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

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

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

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 180/008 KTS Visibility - 6.0 SM Lowest Sky/Clouds - UNK/NR Lowest Ceiling - 3500 FT BROKEN Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> WHEELLESS Runway Ident - 25 Runway Lth/Wid - 3500/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL  HELICOPTER   Instrument Rating(s) - HELICOPTER	Age - 28 Biennial Flight Review Current - YES Months Since - 1 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 789 Make/Model- 10 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
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-----Narrative-----

THE COMM PLT HELD A HELICOPTER RATING AND WAS TRAINING FOR HIS PRIVATE PILOT SINGLE-ENGINE-LAND RATING. HE HAD FLOWN APPROXIMATELY 10 HOURS IN FIXED WING AIRCRAFT WITH 6 HOURS AS PIC. THE PILOT HAD COMPLETED TWO LANDINGS AND ON THE THIRD APPROACH STATED HE WAS HIGH ON FINAL. HE ELECTED TO CONTINUE THE APPROACH, LANDED HARD, BOUNCED AT LEAST TWICE AND ON THE THIRD BOUNCE THE NOSE GEAR COLLAPSED. THE AIRCRAFT CAME TO A STOP ON THE MAIN GEAR AND THE NOSE.



Brief of Accident (Continued)

File No. - 1039

6/25/87

DOTHAN,AL

A/C Reg. No. N45994

Time (Lc1) - 1715 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

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

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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1123      7/08/87      GULF SHORES, AL      A/C Reg. No. N8389Y      Time (Lcl) - 1500 CDT

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

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

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	JACK EDWARDS
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3600/ 100
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 406
SE LAND	Months Since - 12	Last 24 Hrs - 0
	Aircraft Type - PA-28	Make/Model- 49
		Last 30 Days- UNK/NR
		Instrument- 12
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED THE TAKEOFF ABOUT HALF WAY DOWN THE 3600 FT RWY AFTER OBSERVING THAT THE AIRSPEED INDICATOR WAS INOP. BEFORE HE COULD STOP THE ACFT, IT RAN OFF THE END OF THE RWY & WENT INTO A DITCH. AN EXAM BY AN A&P MECHANIC REVEALED THAT THE PITOT HEAD WAS OBSTRUCTED BY A MUD DAUBER NEST. THE OBSTRUCTION WAS NOT VISIBLE THRU THE PITOT OPENING. THE MECHANIC NOTED THAT THIS TYPE OF PROBLEM WAS COMMON AT THAT ARPT. THE ACFT HAD BEEN FLOWN SVRL DAYS BEFORE THE ACNT WITH NO PROBLEMS. THE PLT OPERATING HANDBOOK RECOMMENDED THAT A PITOT COVER BE USED WHENEVER THE ACFT WAS NOT IN USE.

Brief of Accident (Continued)

File No. - 1123

7/08/87

GULF SHORES,AL

A/C Reg. No. N8389Y

Time (Lcl) - 1500 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PITOT/STATIC SYSTEM - BLOCKED(TOTAL)
2. AIRCRAFT PROTECTIVE COVERING - NOT USED - COMPANY/OPERATOR MGMT

Occurrence #2 OVERRUN  
Phase of Operation TAKEOFF - ABORTED

Finding(s)

3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation TAKEOFF - ABORTED

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) 3

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. - 1175      7/09/87      GOODWAY,AL      A/C Reg. No. N46233      Time (Lcl) - 0700 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	0

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

Make/Model - CESSNA 172I	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FARRAR FLYING SERVICE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 18	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 9	Make/Model- 21
	Aircraft Type - PA-28	Instrument- 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT HE LNDD LONG ON A 2500 FT GRASS STRIP WHICH WAS WET DUE TO HVY DEW. DRG THE APCH, HE HAD AN AIRSPEED OF 75 TO 80 KTS WITH 30 DEG OF FLAPS. SUBSEQUENTLY, THE ACFT SLID OFF THE DEPARTURE END & STRUCK A PECAN TREE. THE RECOMMENDED FINAL APCH SPEED WITH 40 DEG OF FLAPS WAS 60 KTS. THE PLT RPRTD THAT HE SHOULD HAVE USED ALL OF THE STRIP FOR THE LNDG.

Brief of Accident (Continued)

File No. - 1175

7/09/87

GOODWAY,AL

A/C Reg. No. N46233

Time (Lc1) - 0700 CDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. TERRAIN CONDITION - GRASS
5. TERRAIN CONDITION - WET

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

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) 2,3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1176      8/10/87      DOTHAN, AL      A/C Reg. No. N10175      Time (Lcl) - 1050 CDT

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

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

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

Make/Model      - BELL 47G (TOM CAT)	Eng Make/Model - FRANKLIN 210	ELT Installed/Activated - NO -N/A
Landing Gear      - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 2350	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 210 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method              - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- VARIABLE		Runway Ident      - N/A
Visibility          - 7.0 SM	ATC/Airspace	Runway Lth/Wid   - N/A
Lowest Sky/Clouds      - 3000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface    - N/A
Lowest Ceiling          - NONE	Type of Clearance   - NONE	Runway Status      - N/A
Obstructions to Vision- NONE	Type Apch/Lndg      - NONE	
Precipitation          - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current              - YES	Total               - 20500
SE LAND	Months Since      - 1	Make/Model-       600
HELICOPTER	Aircraft Type      - UNK/NR	Instrument-       600
		Multi-Eng - UNK/NR
		Last 24 Hrs       - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft       - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE HE WAS MAKING A TURN-AROUND OVER TREES AFTER THE 1ST SWATH RUN, THE HELICOPTER ENCTRD A SUDDEN WIND CHANGE. HE STATED THAT THE WIND COND WAS FROM A CUMULUS BUILDUP WHICH PUT HIM IN A TAILWIND SITUATION. AS HE COMPLETED HIS TURN WITH NEAR ZERO AIRSPEED, THE HELICOPTER BGN TO SETTLE WITH POWER. THE PLT TRIED TO FLY OUT OF THE SITUATION, BUT THE TAIL ROTOR STRUCK A TREE LIMB & SEPARATED, CAUSING THE HELICOPTER TO SPIN. THE PLT ROLLED OFF THE THROTTLE IN AN ATMT TO MAKE AN AUTOROTATION & THE HELICOPTER TOUCHED DOWN HARD.

Brief of Accident (Continued)

File No. - 1176

8/10/87

DOTHAN,AL

A/C Reg. No. N10175

Time (Lcl) - 1050 CDT

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

Finding(s)

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

Occurrence #2            ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

3. DESCENT
- 

Occurrence #3            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING

Finding(s)

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

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

-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1058      7/26/87      ATLANTIC OCEAN,A0      A/C Reg. No. N61897      Time (Lc1) - 1550 EDT

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

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

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

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	FREEPORT, BH	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	FT.LAUDERDALE,FL	
Wind Dir/Speed- 270/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 11741
SE LAND,ME LAND,SE SEA	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 643
		Last 90 Days- 206
		Multi-Eng - 10186

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS APRX 43 MILES WEST-NORTHWEST OF FREEPORT, BAHAMAS, EN ROUTE TO FORT LAUDERDALE, FL WHEN THE PLT OBSERVED THE ENGINE OIL PRESSURE GAUGE INDICATING ZERO PRESSURE. HE REVERSED COURSE BACK TO FREEPORT, CONTACTED MIAMI RADIO AND GAVE HIS LOCATION. THE ENGINE QUIT AND THE ACFT WAS DITCHED IN THE ATLANTIC OCEAN. THE ACFT HAS NOT BEEN RECOVERED. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR THE ENGINE FAILURE.



Brief of Accident (Continued)

File No. - 1058

7/26/87

ATLANTIC OCEAN, A0

A/C Reg. No. N61897

Time (Lc1) - 1550 EDT

-----  
Occurrence #1        LOSS OF ENGINE 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    DESCENT - EMERGENCY  
-----

----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. - 1002

6/27/87

BULL SHOALS, AR

A/C Reg. No. N9161C

Time (Lcl) - 2030 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire NONE  
Crew Pass

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

Make/Model - CESSNA 180  
Landing Gear - FLOAT  
Max Gross Wt - 2550  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470  
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- 015/050 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
PONTIAC, MO  
Destination  
OAKLAND, AR

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 47

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	845	Last 24 Hrs	-	2
Make/Model	-	43	Last 30 Days	-	UNK/NR
Instrument	-	21	Last 90 Days	-	113

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE WINDS WERE FOUR TO FIVE MPH FROM THE SW AS HE DEPARTED AND HE COULD SEE THUNDERSTORMS FOUR OR FIVE MILES TO THE WEST. HE OVERFLEW HIS DESTINATION WHEN HE SAW LARGE WAVES ON THE WATER. HE LANDED IN A SMOOTH-WATER COVE AND WAS TAXIING ACROSS THE LAKE WHEN A STRONG WIND LIFTED THE RIGHT WING ENOUGH FOR THE LEFT WING TO GO INTO THE WATER. THE AIRPLANE CAPSIZED AND SANK.

Brief of Accident (Continued)

File No. - 1002

6/27/87

BULL SHOALS, AR

A/C Reg. No. N9161C

Time (Lc1) - 2030 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - GUSTS
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1001      7/09/87      RUSSELLVILLE, AR      A/C Reg. No. N3604Q      Time (Lcl) - 2130 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      ON GROUND

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

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

Make/Model      - BEECH A23-24  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 6

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 - UNK/NR

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
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      - NIGHT(BRIGHT)

Itinerary

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

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

RUSSELLVILLE MUNICIPAL  
Runway Ident      - 07  
Runway Lth/Wid      - 4450/      75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 12  
Aircraft Type - PA-28

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

Total	- 372	Last 24 Hrs	- 1
Make/Model-	82	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	50

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE NIGHT APPROACH, THE PILOT SAW THE REFLECTION OF ORANGE 'BALLS ON A POWERLINE. HE ADDED POWER AND WENT OVER THE POWERLINE, THEN REDUCED POWER TO LAND AND STALLED THE AIRCRAFT SHORT OF THE RUNWAY. THE NOSE GEAR BROKE OFF AND THE AIRPLANE SLID 200 FEET. THE PILOT AND PASSENGER SAW A SMALL FIRE UNDER THE NOSE AS THEY LEFT THE AIRPLANE. WITHIN TEN MINUTES THE AIRPLANE BURNED COMPLETELY.

Brief of Accident (Continued)

File No. - 1001

7/09/87

RUSSELLVILLE, AR

A/C Reg. No. N3604Q

Time (Lcl) - 2130 CDT

Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. OBJECT - WIRE, TRANSMISSION(MARKED)
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

Occurrence #3       FIRE  
Phase of Operation   OTHER

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1000

7/10/87

BENTON, AR

A/C Reg. No. N4JD

Time (Lcl) - 1435 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING  
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 BE-58  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5500  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520  
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 - FSS  
Method - TELEPHONE  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 210/005 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - 30000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
COLUMBUS, MS

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

SALINE COUNTY

Runway Ident - 17

Runway Lth/Wid - 3665/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND, SE SEA

Age - 36

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3557

Make/Model- 405

Instrument- 586

Multi-Eng - 1750

Last 24 Hrs - UNK/NR

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. - 1004      7/30/87      BONO, AR      A/C Reg. No. N8591G      Time (Lcl) - 1930 CDT

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

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- CALM Visibility - 5.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - FORCED LANDING	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> Runway Ident - N/A Runway Lth/Wid - N/A Runway Surface - GRASS/TURF Runway Status - WET
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-----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 - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 230 Make/Model- 230 Instrument- 0 Last 24 Hrs - 4 Last 30 Days- UNK/NR Last 90 Days- 117
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE HAD GLIDED DOWN TO 500 FEET AGL WITH THE THROTTLE REDUCED TO IDLE TRYING TO LOCATE A LANDING STRIP. HE SAID HE APPLIED POWER AND THE ENGINE RESPONDED TOO LATE TO AVOID HITTING A LEVEE IN THE RICE FIELD AND HE FLIPPED TO THE INVERTED POSITION.



Brief of Accident (Continued)

File No. - 1004

7/30/87

BONO, AR

A/C Reg. No. N8591G

Time (Lc1) - 1930 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
- 

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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1053      3/31/87      OAKLAND, CA      A/C Reg. No. N75584      Time (Lcl) - 0958 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 2	0	0	0
Accident Occurred During	-CLIMB	ON GROUND	Pass 0	0	0	0
			Other 1	1	0	0

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

Make/Model	- CESSNA 172N	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	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 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- 220/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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 - VFR</p> <p>Type of Clearance - VFR</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 style="padding-left: 20px;">METRO OAKLAND INTL</p> <p style="padding-left: 20px;">Runway Ident - 33</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3366/ 75</p> <p style="padding-left: 20px;">Runway Surface - ASPHALT</p> <p style="padding-left: 20px;">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,CFI</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 1250</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0954:54, PLT OF PIPER PA-32RT, N39614, RPRTD 9 MI NORTH FOR LNDG. TWR CONTROLLER (NORTH CTLR) TOLD HIM TO PLN FOR A RGT ENTRY TO RWY 27R. AT 0955:32, A STUDENT PLT & INSTRUCTOR (CFI) IN CESSNA 172N, N75584, WERE CLRD FOR TKOF ON RWY 33 WITH A "RIGHT TURN OUT" IAW NOISE ABATEMENT PROCEDURES. APRX 2 MIN LATER, THE PA-32 PLT RPRTD TURNING DOWNWIND OVER A PROMINENT LND MARK. THE TWR CTLR REPLIED THAT THE PA-32 WAS "NOT IN SIGHT" & CLRD THE PLT TO LND ON RWY 27R. NO FURTHER X-MISSIONS WERE RCVD FM EITHER ACFT. THE 2 ACFT COLLIDED NRLY HEAD-ON AT ABOUT 1000' MSL, APRX 1 MI NORTH OF THE DEP END OF RWY 33. THE CESSNA CRASHED INTO A PG&E FACILITY & BURNED; A SECURITY GUARD WAS INJURED THERE. THE PA-32 CRASHED IN A NRBY BAY. INV REVEALED TWR PSNL HAD NOT PROVIDED TRAFFIC ADZY TO EITHER ACFT & THAT THE BRITE RADAR WAS OUT-OF-SVC FOR ROUTINE MAINT. ARPT PSNL HAD POSTED SIGNS ARND THE ARPT WITH NOISE ABATEMENT PROCEDURES W/O FAA APVL, WHICH EFFECTIVELY RDCD SEPN BTN DEPG/ARRG ACFT. FAA TFC MGR DID NOT ORDER MODIFICATION OR RMVL OF SIGNS WHEN HE LEARNED OF THEIR PRESENCE.

Brief of Accident (Continued)

File No. - 1053

3/31/87

OAKLAND,CA

A/C Reg. No. N75584

Time (Lcl) - 0958 PST

Occurrence #1      MIDAIR COLLISION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. TRAFFIC PATTERN PROCEDURE - INADEQUATE
2.      IMPROPER USE OF PROCEDURE - OTHER GOVERNMENT PERSONNEL
3.      INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. RADAR,BRITE - NOT OPERATING
5.      MAINTENANCE - PERFORMED -
6.      IMPROPER DECISION - FAA(ORGANIZATION)
7. TRAFFIC ADVISORY - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1053      3/31/87      OAKLAND, CA      A/C Reg. No. N39614      Time (Lcl) - 0958 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED		Injuries		
Type of Operation - POSITIONING	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - APPROACH		Other	0	0	0
			2	1	0

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

Make/Model - PIPER PA-32RT-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 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- 220/006 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT</p> <p>Lowest Ceiling - 20000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point MARYSVILLE, CA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>METRO OAKLAND INTL</p> <p>Runway Ident - 27R</p> <p>Runway Lth/Wid - 5453/ 150</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>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-34</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1825</p> <p>Make/Model- 115</p> <p>Instrument- 239</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 57</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT 0954:54, PLT OF PIPER PA-32RT, N39614, RPRTD 9 MI NORTH FOR LNDG. TWR CONTROLLER (NORTH CTLR) TOLD HIM TO PLN FOR A RGT ENTRY TO RWY 27R. AT 0955:32, A STUDENT PLT & INSTRUCTOR (CFI) IN CESSNA 172N, N75584, WERE CLRD FOR TKOF ON RWY 33 WITH A "RIGHT TURN OUT" IAW NOISE ABATEMENT PROCEDURES. APRX 2 MIN LATER, THE PA-32 PLT RPRTD TURNING DOWNWIND OVER A PROMINENT LND MARK. THE TWR CTLR REPLIED THAT THE PA-32 WAS "NOT IN SIGHT" & CLRD THE PLT TO LND ON RWY 27R. NO FURTHER X-MISSIONS WERE RCVD FM EITHER ACFT. THE 2 ACFT COLLIDED NRLY HEAD-ON AT ABOUT 1000' MSL, APRX 1 MI NORTH OF THE DEP END OF RWY 33. THE CESSNA CRASHED INTO A PG&E FACILITY & BURNED; A SECURITY GUARD WAS INJURED THERE. THE PA-32 CRASHED IN A NRBY BAY. INV REVEALED TWR PSNL HAD NOT PROVIDED TRAFFIC ADZY TO EITHER ACFT & THAT THE BRITE RADAR WAS OUT-OF-SVC FOR ROUTINE MAINT. ARPT PSNL HAD POSTED SIGNS ARND THE ARPT WITH NOISE ABATEMENT PROCEDURES W/O FAA APVL, WHICH EFFECTIVELY RDCCD SEPN BTN DEPG/ARRG ACFT. FAA TFC MGR DID NOT ORDER MODIFICATION OR RMVL OF SIGNS WHEN HE LEARNED OF THEIR PRESENCE.

Brief of Accident (Continued)

File No. - 1053

3/31/87

OAKLAND, CA

A/C Reg. No. N39614

Time (Lcl) - 0958 PST

Occurrence #1 MIDAIR COLLISION  
Phase of Operation APPROACH

Finding(s)

1. TRAFFIC PATTERN PROCEDURE - INADEQUATE
2. IMPROPER USE OF PROCEDURE - OTHER GOVERNMENT PERSONNEL
3. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
4. RADAR, BRITE - NOT OPERATING
5. MAINTENANCE - PERFORMED -
6. IMPROPER DECISION - FAA(ORGANIZATION)
7. TRAFFIC ADVISORY - NOT ISSUED - ATC PSNL(LCL/GND/CLNC)
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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) 7,8,9

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1052

9/26/87

LAKEPORT, CA

A/C Reg. No. N68853

Time (Lcl) - 1055 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - BOEING A75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3590  
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
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  
UKIAH, CA  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
LAMPSON

Runway Ident - 28  
Runway Lth/Wid - 3450/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 51  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - A75N1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8000  
Make/Model- 34  
Instrument- UNK/NR  
Multi-Eng - 1000  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT GROUNDLOOPED DURING LANDING ROLL JUST AS THE TAILWHEEL TOUCHED DOWN. THERE WERE NO REPORTED MECHANICAL PROBLEMS AND WINDS WERE LIGHT AND VARIABLE. HOWEVER, THE PILOT STATED THAT HE THOUGHT HE FELT A GUST OF WIND.

Brief of Accident (Continued)

File No. - 1052

9/26/87

LAKEPORT, CA

A/C Reg. No. N68853

Time (Lcl) - 1055 PDT

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

Finding(s)

1. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
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) 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. - 1051

9/27/87

CAMP VERDE, CA

A/C Reg. No. N7495M

Time (Lcl) - 0915 MST

-----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	2

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

Fire NONE  
Crew  
Pass

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

Make/Model - CESSNA 175  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-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 - UNK/NR  
Method - IN PERSON  
Completeness - PARTIAL, LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
Visibility - 60.0 SM  
Lowest Sky/Clouds - 9000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - 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 - FULL STOP

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

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

Age - 39  
Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - C-175

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

Total - 501	Last 24 Hrs - UNK/NR
Make/Model- 434	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

WHEN BOTH PASSENGERS BECAME AIR SICK THE PILOT DECIDED TO LAND ON A DIRT ROAD. UPON TOUCHDOWN, THE PILOT HEARD A LOUD POP AND ASSUMED THAT A TIRE HAD BLOWN. BECAUSE OF THIS, HE USED THE BRAKES SPARINGLY AND COULD NOT STOP THE AIRCRAFT IN TIME TO AVOID TREES. AN EXAMINATION OF THE WRECKAGE REVEALED THAT BOTH TIRES WERE UNDAMAGED.



Brief of Accident (Continued)

File No. - 1051

9/27/87

CAMP VERDE, CA

A/C Reg. No. N7495M

Time (Lcl) - 0915 MST

Occurrence #1      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. OBJECT - TREE(S)
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1025

5/17/87

ENGLEWOOD, CO

A/C Reg. No. N201MK

Time (Lc1) - 0840 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - MOONEY M20J  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2740  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6D  
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 - NWS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 50.0 SM  
Lowest Sky/Clouds - 800 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SIOUX CITY, IA

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)  
PRIVATE  
SE LAND, ME LAND

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 278  
Make/Model- 1  
Instrument- 31  
Multi-Eng - 22  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS PAX WERE STARTING A CROSS COUNTRY BUSINESS FLT. THE PLT REPORTED THAT ON INITIAL CLIMB, AT 100 FEET AGL. THE ACFT LOST PARTIAL PWR AND BEGAN TO SETTLE. A GEAR UP, FORCED LANDING TO A FIELD RESULTED IN SUBSTANTIAL DAMAGE TO THE ACFT. INVESTIGATION DID NOT REVEAL ANY PREIMPACT MECHANICAL FAILURES/MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1025

5/17/87

ENGLEWOOD, CO

A/C Reg. No. N201MK

Time (Lc1) - 0840 MDT

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      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

2. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
3. 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1107      6/13/87      ERIE,CO      A/C Reg. No. N7650R      Time (Lcl) - 1300 MDT

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

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

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

Make/Model - BEECH 19A	Eng Make/Model - LYCOMING O-320-E2C	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 - 150 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 130/008 KTS Visibility - 50.0 SM Lowest Sky/Clouds - 18000 FT SCATTERED Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point ERIE,CO Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - NONE	<b>Airport Proximity</b> OFF AIRPORT/STRIP  <b>Airport Data</b> TRI-COUNTY Runway Ident - 15 Runway Lth/Wid - 5400/ 75 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND	Age - 39 Biennial Flight Review Current - YES Months Since - 19 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total - 1706 Make/Model- 1 Instrument- 145 Multi-Eng - 297 Last 24 Hrs - 11 Last 30 Days- UNK/NR Last 90 Days- 255
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) WAS INSTRUCTING THE STUDENT PLT, WHO WAS THE NEW OWNER OF THE ACFT. THE CFI RPRTD THE ACFT WAS "VERY CLOSE TO GROSS WEIGHT DUE TO HAVING SO MUCH FUEL ABOARD AND THE DENSITY ALTITUDE WAS HIGH." HE ESTD THE DENSITY ALTITUDE WAS 7600 FT. DRG TAKEOFF, THE ACFT CLIMBED OUT OF GROUND EFFECT, THEN "BEGAN TO SINK." THE STUDENT PLT PULLED THE NOSE UP TO STOP THE SINK RATE & THE STALL WARNING SOUNDED. THE CFI TOOK CONTROL DRG THE "SINK", & AFTER FLYING SOME DISTANCE OVER RISING TERRAIN AT ABOUT 20 FT AGL, HE ELECTED TO LAND IN A PLOWED FLD. DRG TOUCHDOWN, THE MAIN GEAR DUG INTO SOFT TERRAIN & COLLAPSED. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PREIMPACT FAILURE OR DEFICIENCY. THE CFI HA D ONLY ONE PREVIOUS FLT IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1107

6/13/87

ERIE,CO

A/C Reg. No. N7650R

Time (Lcl) - 1300 MDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
  2.        IMPROPER USE OF PROCEDURE,LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. TERRAIN CONDITION - RISING
  5. PROPER CLIMB RATE - NOT ATTAINED -
- 

-----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. - 1116

6/13/87

NORWOOD, CO

A/C Reg. No. N5836J

Time (Lcl) - 0900 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA A185E  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-D  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - TV WX  
Method - TV/RADIO  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 330/005 KTS  
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  
MONTROSE, CO  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 36

Biennial Flight Review  
Current - YES  
Months Since - 12  
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 670	Last 24 Hrs - UNK/NR
Make/Model- 125	Last 30 Days- UNK/NR
Instrument- 5	Last 90 Days- 125

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS CIRCLING GND PSNL AT 300 TO 500 FT AGL, BANKING UP TO 60 DEG, WHEN THE ENG QUIT. AN ENG RESTART WAS SUCCESSFUL; HOWEVER, THE ACFT WAS TOO LOW TO RECOVER & IT COLLIDED WITH A FENCE. AFTER HITTING THE FENCE, THE ACFT CRASHED TO THE GND & WAS DAMAGED. A POST ACNT ENG RUN & MAGNETO CHECK WERE NORMAL. AN EXAM OF THE ACFT DID NOT REVEAL ANY EVIDENCE OF A PRE-ACDNT FAILURE OR DEFICIENCY.

Brief of Accident (Continued)

File No. - 1116

6/13/87

NORWOOD,CO

A/C Reg. No. N5836J

Time (Lc1) - 0900 MDT

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

Finding(s)

1. UNDETERMINED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. STARTING PROCEDURE - PERFORMED
- 

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    OTHER

Finding(s)

3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. OBJECT - FENCE
- 

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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1098

7/17/87

VAIL, CO

A/C Reg. No. N71SB

Time (Lcl) - 1052 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-DESCENT				
		Crew	0	0	0
		Pass	1	0	0

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

Make/Model - MOONEY M20E  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2575  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360A  
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 - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC

Wind Dir/Speed- 320/010 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EAGLE, CO

Destination

TOPEKA, KS

ATC/Airspace

Type of Flight Plan - VFR/IFR

Type of Clearance - VFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI

SE LAND, ME LAND

HELICOPTER

Age - 29

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1757

Make/Model- 58

Instrument- 219

Multi-Eng - 137

Last 24 Hrs - UNK/NR

Last 30 Days- 127

Last 90 Days- 205

Rotorcraft - 1067

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE PILOT PROCEEDED UP A BOX CANYON WHILE ON A CROSS-COUNTRY FLIGHT. WHEN UNABLE TO OUT CLIMB TERRAIN, THE PILOT ATTEMPTED TO REVERSE DIRECTION. DURING THE TURN, THE AIRCRAFT STALLED AND CRASHED INTO TREES. THE PILOT HAD NOT RECEIVED INSTRUCTION IN MOUNTAIN FLYING. THE PILOT AND PASSENGER WERE FATALLY INJURED.



Brief of Accident (Continued)

File No. - 1098

7/17/87

VAIL,CO

A/C Reg. No. N71SB

Time (Lc1) - 1052 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - EXCEEDED
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. TERRAIN CONDITION - BOX CANYON
  5. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 1,2,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1097      7/17/87      PAGOSA SPRINGS, CO      A/C Reg. No. N1879L      Time (Lcl) - 2215 MDT

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL TS10-520L/L13	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	OKLAHOMA CITY, OK	
Completeness - FULL	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	STEVENS
Wind Dir/Speed- CALM	<b>ATC/Airspace</b>	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5600/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1499
SE LAND, ME LAND	Months Since - 3	Make/Model - 212
	Aircraft Type - B-58	Instrument - 102
		Multi-Eng - 879
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 39
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO LAND HIS ACFT AT NIGHT AT AN AIRPORT WITH INOPERATIVE RUNWAY LIGHTS AND USING A GROUND VEHICLE'S HEADLIGHTS TO AID HIM IN LANDING. HE STATED THAT HE TOUCHED DOWN HIS AIRCRAFT TO THE LEFT OF THE CENTER OF THE RUNWAY AND THE LEFT LANDING GEAR WENT OFF THE RUNWAY. DIRECTIONAL CONTROL OF THE AIRCRAFT WAS LOST AND THE NOSE GEAR COLLAPSED ABOUT 2000 FEET BEYOND THE TOUCHDOWN POINT.

Brief of Accident (Continued)

File No. - 1097

7/17/87

PAGOSA SPRINGS, CO

A/C Reg. No. N1879L

Time (Lcl) - 2215 MDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. PROPER ALIGNMENT - MISJUDGED - PILOT IN COMMAND

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

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) 3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1081      7/28/87      ASPEN, CO      A/C Reg. No. N4709R      Time (Lcl) - 1430 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 172RG  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2200  
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      - FSS  
Method      - TELEPHONE  
Completeness      - FULL

Basic Weather      - VMC

Wind Dir/Speed- 120/015 KTS

Visibility      - 25.0 SM

Lowest Sky/Clouds      - 5000 FT SCATTERED

Lowest Ceiling      - 8000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - RAIN

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

PAGE, AZ

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

SARDY FIELD

Runway Ident      - 15

Runway Lth/Wid      - 7003/ 100

Runway Surface      - ASPHALT

Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance      - VFR

Type Apch/Lndg      - TRAFFIC PATTERN

FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

GLIDER

Age - 39

Biennial Flight Review

Current      - YES

Months Since      - 2

Aircraft Type - C-172XP

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 260

Make/Model- 8

Instrument- 0

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THAT BECAUSE OF THUNDERSTORM ACTIVITY IN THE LOCAL AREA HE WAS DISTRACTED FROM CONCENTRATING ON HIS FLYING. DURING HIS LANDING APPROACH, HE FAILED TO EXTEND THE LANDING GEAR AND LANDED THE AIRCRAFT WHEELS UP.

Brief of Accident (Continued)

File No. - 1081

7/28/87

ASPEN, CO

A/C Reg. No. N4709R

Time (Lcl) - 1430 MDT

---

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

Finding(s)

1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
  2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  3.     DIVERTED ATTENTION - PILOT IN COMMAND
  4. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  5. WEATHER CONDITION - THUNDERSTORM
- 

-----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. - 1104      8/04/87      SPRINGFIELD, CO      A/C Reg. No. N8953H      Time (Lcl) - 1345 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	0	0	0

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

Make/Model      - GRUMMAN SCHWEIZER 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      - 6075	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 045/004 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 50.0 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      - FORCED LANDING	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 50	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - UNK/NR	Total      - 10000
SE LAND, ME LAND	Months Since      - UNK/NR	Make/Model- 200
	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng      - 1500
		Last 24 Hrs      - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT RPRTD THE ENG LOST PWR DRG AN AERIAL APPLICATION FLT & THE ACFT NOSED OVER DRG A FORCED LNDG IN A SOFT, WET, TERRACED FLD. THERE HAD BEEN HVY RAIN ON THE PREVIOUS DAY. AN INVESTIGATION REVEALED THE ACFT HAD BEEN REFUELED FROM A FUEL TANK MOUNTED ON A PICKUP TRUCK. AN EXAM OF THE ACFT REVEALED WATER CONTAMINATION IN THE ACFT FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 1104

8/04/87

SPRINGFIELD, CO

A/C Reg. No. N8953H

Time (Lc1) - 1345 MDT

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

Finding(s)

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

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation       LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
  5. TERRAIN CONDITION - WET
  6. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1114      8/08/87      GREELEY, CO      A/C Reg. No. N8433D      Time (Lc1) - 1130 MDT

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

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

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

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-B2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREELEY-WELD COUNTY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 09
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6210/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 9	Make/Model- 2
	Aircraft Type - C-182RG	Instrument- 294
		Multi-Eng - 70
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 143

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N8433D WAS BEING FLOWN BY THE PLT/OWNER WITH AN INSTRUCTOR ABOARD FOR THE PURPOSE OF UP-DATING THE OWNER'S FLYING PROFICIENCY. SEVERAL SUCCESSFUL LANDINGS WERE MADE, THEN A WHEEL LANDING WAS INITIATED. AFTER TOUCHDOWN, THE ACFT SWERVED TO THE LEFT, DEPARTED THE RWY & SUSTAINED SUBSTANTIAL DAMAGE.



Brief of Accident (Continued)

File No. - 1114

8/08/87

GREELEY, CO

A/C Reg. No. N8433D

Time (Lc1) - 1130 MDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  4.        LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1103      8/25/87      STONINGTON,CO      A/C Reg. No. N731GG      Time (Lcl) - 1100 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL							
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries Serious	Minor	None		
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0	1		
Accident Occurred During -LANDING			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	BOISE CITY,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 220/015 KTS	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 - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 5774
SE LAND,ME LAND	Months Since - 7	Last 24 Hrs - 4
	Aircraft Type - C-172C	Make/Model- 2000
		Instrument- 146
		Last 30 Days- UNK/NR
		Last 90 Days- 300
		Multi-Eng - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE HAD COMPLETED AN AERIAL APPLICATION FLT AND LANDED ON A ROAD TO VISIT WITH A CUSTOMER. HE SAID THAT THE LEFT MLG TIRE BLEW OUT DURING LANDING AND THE ACFT GROUND LOOPED. THE LEFT MLG COLLAPSED DURING THE GROUND LOOP AND BOTH WINGS WERE DAMAGED. THE PLT SAID THE "LEFT MAIN TIRE EVIDENTLY IMPACTED WITH AN OBSTRUCTION WHILE SPRAYING."

Brief of Accident (Continued)

File No. - 1103

8/25/87

STONINGTON, CO

A/C Reg. No. N731GG

Time (Lcl) - 1100 MDT

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

Finding(s)

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

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

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1089      10/04/87      FOWLER, CO      A/C Reg. No. N8563V      Time (Lcl) - 1830 MDT

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

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

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

Make/Model	- BELLANCA 7ECA	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 210/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 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 - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 103	Last 24 Hrs - 3
SE LAND	Months Since - 1	Make/Model - 29	Last 30 Days - UNK/NR
	Aircraft Type - 7ECA	Instrument - 3	Last 90 Days - 29
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT THE PILOT FLEW TOO LOW OVER THE ARKANSAS RIVER, COLLIDED WITH POWERLINES AND CRASHED INTO THE RIVER. THE PILOT STATED HE COULD NOT SEE WELL DUE TO THE SETTING SUN IN HIS EYES. THE PILOT AND HIS PASSENGER RECEIVED SERIOUS INJURIES AND THE AIRCRAFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1089

10/04/87

FOWLER,CO

A/C Reg. No. N8563V

Time (Lcl) - 1830 MDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2.    PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5.    VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

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) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1120      10/18/87      ASPEN, CO

A/C Reg. No. N736KT

Time (Lcl) - 1608 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model        - CESSNA R172K  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model - CONTINENTAL IO-360-K  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 195 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- 310/008 KTS  
Visibility        - 30.0 SM  
Lowest Sky/Clouds - 7000 FT SCATTERED  
Lowest Ceiling    - 18000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ASPEN, CO  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 32  
Biennial Flight Review  
Current            - YES  
Months Since      - 13  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 221
Make/Model-	44
Instrument-	29
Last 24 Hrs -	0
Last 30 Days-	UNK/NR
Last 90 Days-	36

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT THE FLT WAS HEADED NORTHEAST TOWARD MT YECKEL WHEN THE ACFT ENCOUNTERED WIND SHEAR & DOWNDRAFTS & WAS FORCED INTO TREES. RPRTDLY, THE ACFT WAS FLYING OVER RISING TERRAIN IN A CANYON AREA AT AN ELEV OF ABOUT 11,000' WHEN THE ACDNT OCCURRED. THE COMPUTED DENSITY ALT WAS 12,500'. ACCORDING TO THE OPERATOR'S MANUAL, THE PREDICTED RATE OF CLIMB FOR THAT ALT WAS 257' PER MIN.

Brief of Accident (Continued)

File No. - 1120

10/18/87

ASPEN, CO

A/C Reg. No. N736KT

Time (Lcl) - 1608 MDT

---

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. WEATHER CONDITION - UNFAVORABLE WIND
  5. TERRAIN CONDITION - RISING
  6. PROPER CLIMB RATE - NOT POSSIBLE -
  7. OBJECT - TREE(S)
- 

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1047      6/03/87      SO. WINDSOR, CT      A/C Reg. No. N2287L      Time (Lc1) - 1120 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - ROBINSON R22 MARINER  
Landing Gear      - FLOAT  
Max Gross Wt      - 2500  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-B2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 130 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- LIGHT AND VARIABLE  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - UNK/NR SCATTERED  
Lowest Ceiling      - 10000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
ELLINGTON, CT  
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  
HELICOPTER

Age - 22

Biennial Flight Review

Current      - YES  
Months Since      - 18  
Aircraft Type      - R-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 451	Last 24 Hrs	- 2
Make/Model-	451	Last 30 Days-	57
Instrument-	0	Last 90 Days-	138
		Rotorcraft	- 451

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT & FLT INSTRUCTOR (CFI) TOOK OFF ON A TRAINING FLT IN A ROBINSON R22 MARINER (FLOAT EQUIPPED) HELICOPTER. DRG THE RETURN FLT FM A PRACTICE AREA, THE HELICOPTER CRASHED. BFR THE ACDNT, 2 WITNESSES HEARD THE HELICOPTER, BUT DID NOT SEE IT UNTIL AFTER THEY HEARD AN UNUSUAL NOISE. ONE WITNESS SAID HE "HEARD A LOUD PING, LIKE METAL AGAINST METAL." AT ABOUT THAT TIME, BOTH WITNESSES NOTED AN INTERRUPTION IN ENG PWR & SAW PIECES COMING OF THE HELICOPTER AS IT FELL TO THE GND. THE HELICOPTER CRASHED IN AN INVERTED ATTITUDE & BURNED. AN EXAM OF THE WRECKAGE REVEALED THE MAIN ROTOR BLADES HAD STRUCK THE TAIL BOOM & THE ENTIRE TAIL ASSEMBLY (INCLUDING STABILIZERS, TAIL ROTOR GEAR BOX & TAIL ROTOR) HAD SEPD. THE TAIL ASSEMBLY FELL TO THE GND APRX 250' FM THE MAIN WRECKAGE. NO PRE-EXISTING MECH PROBLEMS OR SEVERE MAST BUMPING WERE EVIDENT. THE CFI HAD 451 HRS OF FLT TIME, ALL IN R22 HELICOPTERS. IN THE PREV 5 DAYS, HE HAD FLOWN 2 HRS IN FLOAT EQUIPPED (MARINER) R22'S & HAD MADE WATER LANDING(S), BUT NO INSTRUCTION IN THE MARINER OR ITS DIFFERENCES WAS VERIFIED.



Brief of Accident (Continued)

File No. - 1047

6/03/87

SO. WINDSOR, CT

A/C Reg. No. N2287L

Time (Lcl) - 1120 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - NOT MAINTAINED -
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)
4.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND(CFI)

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      UNKNOWN

Finding(s)

5. FUSELAGE - OVERLOAD

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1064      6/10/87      WINTER HAVEN, FL      A/C Reg. No. N3177L      Time (Lcl) - 1845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - POSITIONING	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 - BELL 206L-1	Eng Make/Model - ALLISON 250-C28B	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4150	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	POLK
Wind Dir/Speed- 070/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4851
SE LAND, ME LAND	Months Since - 4	Make/Model- 1500
HELICOPTER ,GLIDER	Aircraft Type - B-206L	Instrument- 300
		Multi-Eng - 265
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 102
		Rotorcraft - 4486

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT STATED THAT ON SHORT FINAL APPROACH THE ENGINE BEGAN SURGING AND LOSING POWER. HE ATTEMPTED TO STRETCH THE GLIDE AND THE AIRCRAFT LANDED HARD, SHORT OF THE INTENDED POINT OF TOUCHDOWN. THE ENGINE WAS REMOVED, EXAMINED, PARTIALLY DISASSEMBLED AND TEST RUN. NO REASON FOR THE POWER LOSS COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1064

6/10/87

WINTER HAVEN, FL

A/C Reg. No. N3177L

Time (Lc1) - 1845 EDT

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

Finding(s)

1. TURBOSHAFT ENGINE - LOSS, PARTIAL
  2. TURBOSHAFT ENGINE - UNDETERMINED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1139      6/18/87      MERRITT ISLAND, FL      A/C Reg. No. N5630K      Time (Lcl) - 1440 EDT

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

Fire      Crew  
NONE      Pass

-----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 - 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- 120/011 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 30000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
TAMPA, FL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MERRITT ISLAND  
Runway Ident      - 11  
Runway Lth/Wid      - 3600/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 25

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	- 1240	Last 24 Hrs	- UNK/NR
Make/Model-	75	Last 30 Days-	UNK/NR
Instrument-	181	Last 90 Days-	UNK/NR
Multi-Eng	- 10		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO WITNESSES, THE PLT PERFORMED A HASTY PREFLT & AN ABBREVIATED RUN-UP BFR TAKING OFF. AFTER LIFT-OFF, THE ACFT BGN A RGT TURN, THEN ROLLED RAPIDLY TO THE LEFT & CROSSED OVER THE EXTENDED RWY CENTERLINE TWD A LEFT DOWNWIND. SUBSEQUENTLY, IT ROLLED BACK TO THE RGT, THEN ENTERED A SPIN FM ABOUT 300' TO 500' & CRASHED IN SHALLOW WATER APRX 900' NORTH OF RWY 11. DRG AN EXAM, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. APRX 300 LBS OF PSNL BAGGAGE & COMPANY DEMONSTRATION MATERIAL & EQUIPMENT WERE FND STREWN ABOUT THE CABIN AREA, BUT NO CARGO RESTRAINTS WERE FND. DRG TOXICOLOGY TESTS, METABOLITES OF MARIJUANA WERE DETECTED IN THE PLT'S URINE, BUT A CHECK OF HIS BLOOD WAS NEGATIVE INDICATING NO RECENT USE OF DRUGS.

Brief of Accident (Continued)

File No. - 1139

6/18/87

MERRITT ISLAND, FL

A/C Reg. No. N563OK

Time (Lc1) - 1440 EDT

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

Finding(s)

1. MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - INADEQUATE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1056      6/20/87      MIAMI, FL

A/C Reg. No. N6772D

Time (Lcl) - 1850 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire Crew  
NONE Pass

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

Make/Model - BELL 47G-2

Landing Gear - SKID

Max Gross Wt - 2450

No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-A1D

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 260 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- 120/008 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 20000 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

OPA LOCKA

Runway Ident - 09

Runway Lth/Wid - 8002/ 150

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

HELICOPTER

Age - 27

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - B-47G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2300

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 2300

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR PLT STATED THAT THE HELICOPTER BEGAN TO VIBRATE WHILE THE STUDENT PLT WAS MANEUVERING IT DURING AN INSTRUCTIONAL FLT. THE INSTRUCTOR PLT THEN EXECUTED A FORCED LANDING AND UPON TOUCHDOWN THE MAIN ROTOR BLADES CONTACTED THE GROUND. INSPECTION OF THE HELICOPTER REVEALED THAT THE BOLT WHICH ATTACHES ONE SIDE OF THE SWASHPLATE TO THE SCISSOR ASSY BROKE RESULTING IN THE LOSS OF PITCH CONTROL OF THE MAIN ROTOR BLADES.

Brief of Accident (Continued)

File No. - 1056

6/20/87

MIAMI, FL

A/C Reg. No. N6772D

Time (Lcl) - 1850 EDT

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

Finding(s)

1. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - FAILURE, PARTIAL
  2. ROTORCRAFT FLIGHT CONTROL, SWASHPLATE ASSEMBLY - DISCONNECTED
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

3. FLARE - NOT POSSIBLE - PILOT IN COMMAND(CFI)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1140      7/29/87      ST PETERSBURG, FL      A/C Reg. No. N22GM      Time (Lcl) - 1715 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-23-160  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4400  
No. of Seats      - 1

Eng Make/Model      - LYCOMING O-320-B3B  
Number Engines      - 2  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 160 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- 230/009 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - 2000 FT SCATTERED  
Lowest Ceiling      - 15000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary  
Last Departure Point  
ST. PETERSBURG, FL  
Destination  
LOCAL  
ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

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

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

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

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 6  
Aircraft Type - 727

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 13500  
Make/Model- 400  
Instrument- 575  
Multi-Eng - 4020  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 168

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CLIMBING ABV 3000' DRG AN INSTRNL FLT, THE INSTRUCTOR (CFI) HAD THE STUDENT LOWER THE GEAR & FLAPS TO A TAKEOFF CONFIGURATION & SLOW THE ACFT BELOW VMC (72 KTS). THE CFI THEN SHUT OFF FUEL TO THE LEFT ENG. THE STUDENT FOLLOWED THE CORRECT PROCEDURES TO FEATHER THE ENG & ACCELERATED TO VYSE (95 KTS), BUT AT VYSE, THE ACFT WOULDN'T MAINT ALT. THE CFI TOLD THE STUDENT TO TURN BACK TWD THE ARPT & RESTART THE ENG. DRG THE 1ST ATMT, THE PROP TURNED A FEW TIMES, BUT THE ENG DIDN'T START. RPRTDLY, THE STARTER WOULDN'T ENGAGE DRG SUCCESSIVE ATMTS & THE ACFT CONTD DSCNDG. THE CFI TOOK CTL OF THE ACFT & "RECHECKED GEAR AND FLAPS RETRACTED USING ELECTRIC HYDRAULIC PUMP" WHILE RESTARTS WERE ATMTD. THE PLTS COULDN'T REACH THE ARPT, SO THEY ELECTED TO LND THE ACFT IN A SHALLOW BAY. WITNESSES NOTED THAT THE LEFT MAIN GEAR WAS EXTENDED BFR THE ACFT WAS LNDD. WHEN THE ACFT WAS PULLED FROM THE WATER, THE LEFT MAIN GEAR WAS IN THE DOWN PSN. HOWEVER, AN EXAM OF THE ACFT REVEALED NO REASON FOR THE LNDG GEAR SYS OR STARTER TO MALFUNCTION.



Brief of Accident (Continued)

File No. - 1140

7/29/87

ST PETERSBURG, FL

A/C Reg. No. N22GM

Time (Lcl) - 1715 EDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      CRUISE

Finding(s)

1. 1 ENGINE -
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND(CFI)
3. PROPELLER FEATHERING - PERFORMED -

Occurrence #2      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE

Finding(s)

4. UNDETERMINED
5. GEAR RETRACTION - NOT POSSIBLE -
6. STARTING PROCEDURE - NOT POSSIBLE -

Occurrence #3      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

7. DESCENT - NOT CORRECTED -
8. LEVEL OFF - NOT POSSIBLE -

Occurrence #4      DITCHING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - WATER

-----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) 9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1059      8/25/87      SARASOTA, FL      A/C Reg. No. N4745A      Time (Lcl) - 1140 EDT

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

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

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

Make/Model    - CESSNA 152	Eng. Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear   - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt   - 1670	Engine Type    - RECIPROCATING-CARBURETOR	
No. of Seats    - 2	Rated Power    - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing        - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method            - TELEPHONE	DAYTONA BEACH, FL	
Completeness    - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather    - VMC	SAME AS ACC/INC	SARASOTA-BRADENTON
Wind Dir/Speed- 140/005 KTS	ATC/Airspace	Runway Ident    - N/A
Visibility        - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance   - NONE	Runway Surface - N/A
Lowest Ceiling    - NONE	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 - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current            - N/A	Total            - 60
	Months Since    - N/A	Last 24 Hrs      - 5
	Aircraft Type    - N/A	Make/Model-     60
		Last 30 Days- UNK/NR
		Instrument-      1
		Last 90 Days-    60

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT HAD COMPLETED ABOUT 3.4 HRS OF A SOLO CROSS-COUNTRY TRAINING FLT AND WAS ABOUT 6 MILES SE OF THE AIRPORT, WHEN THE AIRCRAFT SUSTAINED A LOSS OF POWER. A FORCED LANDING WAS PERFORMED IN A CELERY FIELD. INVESTIGATION REVEALED NO USABLE FUEL IN THE AIRCRAFT AND NO EVIDENCE OF ANY FUEL SPILL AT THE ACCIDENT SITE. AFTER PROVIDING AN ADEQUATE QUANTITY OF FUEL, A SATISFACTORY TEST RUN OF THE AIRCRAFT'S ENGINE WAS PERFORMED.

Brief of Accident (Continued)

File No. - 1059

8/25/87

SARASOTA, FL

A/C Reg. No. N4745A

Time (Lcl) - 1140 EDT

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

Finding(s)

1. FUEL SYSTEM - EXHAUSTION
2. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - CROP

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1066

6/20/87

AUGUSTA, GA

A/C Reg. No. N5667F

Time (Lcl) - 1042 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - MAULE M-7-235  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 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- 240/007 KTS  
Visibility - 10.0 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  
MOULTRIE, GA  
Destination  
HIGATE, VT

Airport Proximity  
ON AIRPORT

Airport Data

BUSH  
Runway Ident - 17  
Runway Lth/Wid - 8001/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	527	Last 24 Hrs -	4
Make/Model-	4		Last 30 Days-	UNK/NR
Instrument-	35		Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS ON ITS FIRST FLIGHT FROM THE FACTORY. THE PILOT WAS CHECKED OUT IN THE AIRCRAFT ON THE DAY PRIOR TO THE ACCIDENT FLIGHT. WITNESSES REPORTED THE AIRCRAFT TOUCHED DOWN AND LIFTED OFF SEVERAL TIMES. THE PILOT STATED THE AIRCRAFT GOT AWAY FROM HIM DURING THE LANDING ROLL AND GROUNDLOOPEd. WINDS WERE FROM 240 DEGREES AT 7 KNOTS.

Brief of Accident (Continued)

File No. - 1066

6/20/87

AUGUSTA,GA

A/C Reg. No. N5667F

Time (Lcl) - 1042 EDT

-----  
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.        IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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

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

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

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. - 1168

6/26/87

JESUP,GA

A/C Reg. No. N15978

Time (Lcl) - 1330 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries	Fatal	Serious	Minor	None
Fire	1	0	0	0
Crew	3	0	0	0
Pass				

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - PIPER PA-28-180

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2450

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 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- 200/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

JESUP,GA

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)

PRIVATE

SE LAND

Age - 38

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 400

Make/Model- 250

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-----

WITNESSES RPTD THE ACFT "BUZZED" (FLEW LOW) OVER A FACTORY, WHERE THE PLT USED TO WORK, THEN IT WENT OVER THE ALTAMAHA RIVER, FLEW UNDER A BRIDGE & CONTINUED UP THE RIVER AT LOW ALT. ABOUT 2 TO 3 MI UPSTREAM, THE ACFT WAS MANEUVERING WHEN IT STRUCK TREES & CRASHED IN THE RIVER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. TOXICOLOGY TESTS SHOWED THAT THE PLT & 2 OF THE PAX'S HAD ALCOHOL IN THEIR BLOOD. A CHECK OF THE 3RD PAX'S BLOOD WAS INCONCLUSIVE. THE PLT'S BLOOD TESTED 0.13% (0.13 GM%) FOR ALCOHOL. HIS MED CERT WAS DATED 8/29/83. HIS LOG BOOK WAS NOT FND, BUT OTHER RECORDS INDCD HE HAD APRX 400 HRS TOTAL TIME WITH 250 HRS IN PA-28 ACFT.

Brief of Accident (Continued)

File No. - 1168

6/26/87

JESUP,GA

A/C Reg. No. N15978

Time (Lc1) - 1330 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.        PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE,QUALIFICATION - PILOT IN COMMAND
  4. BUZZING - INTENTIONAL - PILOT IN COMMAND
  5. OBJECT - TREE(S)
  6.        CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1121

9/03/87

BROOKS,GA

A/C Reg. No. N11HU

Time (Lc1) - 1550 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

Crew  
Pass

Fatal  
1  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
0  
0

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

Make/Model - PITTS S-1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 900  
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-B1A  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 180 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- 350/004 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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,FLT ENG

SE LAND,ME LAND

Age - 43

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 15000

Make/Model- 75

Instrument- UNK/NR

Multi-Eng - 11000

Last 24 Hrs - 3

Last 30 Days- 85

Last 90 Days- 150

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED IN AEROBATIC MANEUVERS NEAR THE DEPARTURE AIRFIELD. THE LAST OF THE SERIES WAS A LOMCEVAK MANEUVER, WHICH WAS STARTED AT AN ESTIMATED ALT OF 2500 TO 2700 FT. A WITNESS RPRTD THE ACFT WENT INTO AN INVERTED FLAT SPIN, WHICH WAS CORRECTED TO AN INVERTED SPIN, THEN A NORMAL SPIN. SUBSEQUENTLY, THE ACFT CRASHED IN A WOODED AREA IN A NOSE DOWN ATTITUDE. TREE MARKINGS AND GROUND DAMAGE INDICATED THE ACFT WAS IN A NEAR VERTICAL DSCNT AT THE TIME OF IMPACT WITH LITTLE OR NO FORWARD MOTION. THE EMPENNAGE WAS FOUND TWISTED TO THE LEFT.



Brief of Accident (Continued)

File No. - 1121

9/03/87

BROOKS,GA

A/C Reg. No. N11HJ

Time (Lcl) - 1550 EDT

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

Finding(s)

1. AEROBATICS - INITIATED -
2. STALL/SPIN - INTENTIONAL -
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
5. STALL/SPIN - NOT CORRECTED -

-----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. - 1032      2/01/87      DILLINGHAM, HI      A/C Reg. No. N104MN      Time (Lc1) - 1430 HST

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

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

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

Make/Model	- GLASER-DIRKS DG-400	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 1056	Engine Type	- N/A		
No. of Seats	- 1	Rated Power	- N/A		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 045/015 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>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>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)</p> <p>ATP</p> <p>SE LAND, ME LAND</p> <p>GLIDER</p>	<p>Age - 36</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - F-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - UNK/NR</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS OBSERVED FLYING OVER A RIDGE AT A "GOOD RATE OF AIRSPEED". IT TURNED BACK TOWARDS THE RIDGE AND COLLIDED WITH THE TERRAIN. THERE WAS A SIGMET IN EFFECT FOR MODERATE TO SEVERE TURBULENCE. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1032

2/01/87

DILLINGHAM, HI

A/C Reg. No. N104MN

Time (Lc1) - 1430 HST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. ALTITUDE - INADEQUATE - PILOT IN COMMAND
2. TERRAIN CONDITION - RISING
3. WEATHER CONDITION - TURBULENCE
4. FLIGHT INTO KNOWN ADVERSE WEATHER - INTENTIONAL - PILOT IN COMMAND
5. 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) 1,4

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. - 1003      6/28/87      IOWA CITY, IA      A/C Reg. No. N86KL      Time (Lcl) - 0830 CDT

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

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

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

Make/Model - LOWDER QUICKIE II	Eng Make/Model - REVMASER 2100D	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
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	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 453
SE LAND	Months Since - 8	Make/Model- 10
	Aircraft Type - C-172	Instrument- 86
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC RPTD NORMAL TAKEOFF AND CLIMB DURING A LCL FLT. ABT 15 MIN INTO THE FLT, THE PIC EXPERIENCED A NOSE DOWN PITCHING. THROTTLE WAS REDUCED AND LEVEL ATTITUDE WAS ESTABLISHED. THE PIC RPTD DIFFICULTY MAINTAINING LEVEL FLT AND MADE A PRECAUTIONARY LNDG ON A HIWAY. DURING THE LNDG ROLL, THE ACFT VEERED OFF THE ROAD. HIGH VEGETATION GROUNDLOOPEO THE ACFT FORCING IT INTO A DITCH. INVESTIGATION REVEALED THE TRIM TAB SEPARATED FROM THE AIRCRAFT AFTER TAKEOFF.

Brief of Accident (Continued)

File No. - 1003

6/28/87

IOWA CITY, IA

A/C Reg. No. N86KL

Time (Lc1) - 0830 CDT

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

Finding(s)

1. FLT CONTROL SYST, ELEVATOR TAB CONTROL (TRIM) - LOSS, TOTAL

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

Finding(s)

2. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. TERRAIN CONDITION - DITCH
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) 3

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1012

3/19/87

REUBENS, ID

A/C Reg. No. N6798Q

Time (Lcl) - 1600 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - GRUMMAN G164B  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4500  
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

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

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

Weather Data

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

Wind Dir/Speed- 270/003 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - 1500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
REUBENS, ID

Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

STAR MILL

Runway Ident - 27

Runway Lth/Wid - 2500 -UNK/NR

Runway Surface - GRAVEL

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4891

Make/Model- 330

Instrument- 10

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF RUN THE AIRCRAFT VEERED TO THE RIGHT OF THE RUNWAY, STRUCK A DITCH, AND THEN NOSED OVER INVERTED. THE PILOT FOUND THAT THE RIGHT DOWEL PIN ON THE RIGHT MAIN GEAR HAD BROKEN. THE REASON FOR THE FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1012

3/19/87

REUBENS, ID

A/C Reg. No. N6798Q

Time (Lc1) - 1600 PST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR ATTACHMENT - FAILURE, TOTAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

Finding(s)

3. TERRAIN CONDITION - DITCH

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

----Probable Cause----

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

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. - 1011      7/21/87      COEUR D'ALENE, ID      A/C Reg. No. N3063A      Time (Lcl) - 0700 PDT

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

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

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

Make/Model      - CESSNA 170B	Eng Make/Model      - CONTINENTAL C-145-2	ELT Installed/Activated      - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 2200	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 145 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	OFF AIRPORT/STRIP
Method      - N/A	Destination LOCAL	
Completeness      - N/A		<b>Airport Data</b>
Basic Weather      - VMC	ATC/Airspace	Runway Ident      - N/A
Wind Dir/Speed- 340/019 KTS	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Visibility      - 50.0 SM	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - CLEAR	Type Apch/Lndg      - FORCED LANDING	Runway Status      - N/A
Lowest Ceiling      - NONE		
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      - 330
SE LAND	Months Since      - 24	Make/Model- 330
	Aircraft Type      - UNK/NR	Instrument- 3
		Last 24 Hrs      - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s)      - NONE

-----Narrative-----

ON INITIAL CLIMB A PARTIAL LOSS OF POWER OCCURRED AND THE PILOT MADE A FORCED LANDING IN A WHEAT FIELD. DURING LANDING ROLL THE AIRCRAFT'S LEFT MAIN GEAR STRUCK AN IRRIGATION PIPE AND THE AIRCRAFT NOSED OVER INVERTED. NO EVIDENCE OF A PREIMPACT MECHANICAL FAILURE/MALFUNCTION WAS FOUND.



Brief of Accident (Continued)

File No. - 1011

7/21/87

COEUR D'ALENE, ID

A/C Reg. No. N3063A

Time (Lc1) - 0700 PDT

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

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)  
2. OBJECT - OTHER

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1072

7/24/87

BURLEY, ID

A/C Reg. No. N5531N

Time (Lcl) - 0608 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - DAVIS STARSHIP ALPHA  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 1000  
No. of Seats - 1

Eng Make/Model - KAWASAKI TA-440  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 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- 050/005 KTS  
Visibility - 30.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAWN

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BLACKFOOT, ID

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BURLEY  
Runway Ident - 02  
Runway Lth/Wid - 4092/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	280	Last 24 Hrs -	3
Make/Model-	150	Last 30 Days-	UNK/NR	
Instrument-	2	Last 90 Days-	51	

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF POWER OCCURRED SHORTLY AFTER TAKEOFF AT ABOUT 100 FEET AGL. DUE TO OBSTACLES IN THE PILOT'S FLIGHT PATH LANDING HAD TO BE MADE IN A RIVER WHERE THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE REASON FOR THE POWER LOSS COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1072

7/24/87

BURLEY, ID

A/C Reg. No. N5531N

Time (Lcl) - 0608 MDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      DITCHING  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1148      8/04/87      MAHONEY CREEK, ID      A/C Reg. No. N8883R      Time (Lcl) - 1130 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	3
Accident Occurred During -LANDING					

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

Make/Model - BELLANCA 14-19-3A	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point STANLEY, ID	
Method - N/A	Destination INDIAN CREEK, ID	Airport Data
Completeness - N/A		MAHONEY CREEK
Basic Weather - VMC	ATC/Airspace	Runway Ident - 21
Wind Dir/Speed- 210/010 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2050/ 40
Visibility - 30.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 238
SE LAND	Months Since - 2	Make/Model- 237
	Aircraft Type - UNK/NR	Instrument- 46
		Multi-Eng - 1
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

DRG ARRIVAL, THE PLT INADVERTENTLY LNDD AT THE MOHONEY CREEK ARPT WITH A 2050' STRIP, INSTEAD OF THE INTENDED ARPT (INDIAN CREEK) WHICH HAD A 5000' RWY. THE ARPT ELEV WAS 4618'; THE DENSITY ALT WAS ABOUT 7800'. WHILE LANDING, AN OVERRUN OCCURRED & THE LANDING GEAR COLLAPSED WHEN THE ACFT ENCTRD SAGE BRUSH & UNEVEN TERRAIN. THE PLT RPRTD THE WIND WAS FROM 210 DEG AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1148

8/04/87

MAHONEY CREEK, ID

A/C Reg. No. N8883R

Time (Lcl) - 1130 MDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - GUSTS
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1151      8/07/87      HAMER, ID      A/C Reg. No. N8803R      Time (Lcl) - 0930 MDT

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

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

-----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	- UNK/NR
Max Gross Wt	- 5400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 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- 060/005 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 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 AIRSTRIP</p> <p>Airport Data</p> <p>HAMER STRIP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2640 -UNK/NR</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>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 8300</p> <p>Make/Model- 2500</p> <p>Instrument- 44</p> <p>Multi-Eng - 100</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 260</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT HE BGN TAKING OFF ON A DOWNHILL STRIP (APRX 1/2 MI LONG) WITH A LEFT QUARTERING TAIL WIND. AS THE TAKEOFF ROLL PROGRESSED, HE REALIZED AN OVERRUN WAS DEVELOPING, SO HE BGN DUMPING HIS LOAD & ATTEMPTED TO LIFT-OFF. HE SAID THE ACFT SETTLED INTO TALL WEEDS AT THE DEPARTURE END OF THE RWY & NOSED OVER. AFTER THE ACDNT, THE PLT NOTED THAT THE WIND HAD INCREASED IN VELOCITY. THE DENSITY ALT WAS ABOUT 6500'.

Brief of Accident (Continued)

File No. - 1151

8/07/87

HAMER, ID

A/C Reg. No. N8803R

Time (Lc1) - 0930 MDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - DOWNHILL
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. LOAD JETTISON - INITIATED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF

Finding(s)

7. TERRAIN CONDITION - HIGH VEGETATION

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1154      8/13/87      CASCADE, ID      A/C Reg. No. N1834M      Time (Lcl) - 2015 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BEECH A36TC  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3600  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL TS10-520  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 300 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - FULL  
Basic Weather      - VMC  
Wind Dir/Speed- 270/010 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 7500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - RAIN  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
BOISE, ID  
Destination  
MCCALL, ID

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CASCADE MUNI  
Runway Ident      - 11  
Runway Lth/Wid      - 3200/ 40  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 2017      Last 24 Hrs - 2  
Make/Model- 436      Last 30 Days- UNK/NR  
Instrument- 572      Last 90 Days- 46  
Multi-Eng - 406

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ELECTED TO DIVERT DUE TO HVY RAIN AT HIS DESTN. WHILE LNDG AT AN ALTERNATE ARPT AT NGT, HYDROPLANING OCCURRED & BRAKING WAS NOT EFFECTIVE. DRG A GO-AROUND, THE ACFT ROLLED ONTO THE OVERRUN & LIFTED OFF, BUT THE ACFT'S MAIN GEAR STRUCK A ROCK PILE ON THE OVERRUN. SUBSEQUENTLY, THE ACFT CAME TO REST ON CONSTRUCTION DIRT. THE ROCK PILE WAS APRX 5 FT HI & WAS LEFT ON THE OVERRUN BY CONSTRUCTION PSNL. A NOTAM WAS IN EFFECT WHICH STATED "MEN AND EQUIPMENT PRESENT AT THE END OF RUNWAY 30." THE PLT RPRTD THERE WERE NO BARRIERS OR BLINKING LGTS TO MARK THE CONSTRUCTION AREA & HE WAS UNAWARE OF THE ROCK PILE UNTIL IT WAS TOO LATE.



Brief of Accident (Continued)

File No. - 1154

8/13/87

CASCADE, ID

A/C Reg. No. N1834M

Time (Lcl) - 2015 MDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ABORTED

Finding(s)

1. WEATHER CONDITION - RAIN
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
4. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION -
5. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ABORTED

Finding(s)

6. AIRPORT FACILITIES - HIGH OBSTRUCTION(S)
7. AIRPORT FACILITIES, OBSTRUCTION MARKING - UNAVAILABLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1152      8/23/87      TWIN FALLS, ID      A/C Reg. No. N38Z      Time (Lcl) - 1319 MDT

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

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

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

Make/Model	- LUTZ FLYING DUTCHMAN	Eng Make/Model	- CONTINENTAL C-90-8F	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 825	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 95 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	JOSLIN FIELD
Wind Dir/Speed	- 140/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 25
Lowest Sky/Clouds	- 12000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 20000 FT BROKEN	Type of Clearance	- 8703/ 150
Obstructions to Vision	- NONE	- VFR	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- ASPHALT
Condition of Light	- DAYLIGHT	- TRAFFIC PATTERN	Runway Status
			- DRY

-----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	- NO	Total
SE LAND, ME LAND	Months Since	- 26	- 2571
	Aircraft Type	- C-150	Make/Model
			- 62
			Instrument
			- UNK/NR
			Multi-Eng
			- UNK/NR
			Last 24 Hrs
			- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- UNK/NR
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PURPOSE OF THE FLT WAS TO CHECK THE ACFT AFTER REPLACING A WOODEN PROP WITH AN ALL METAL PROP & TO PREPARE FOR ENTRY IN THE RENO AIR RACES. BFR ENTERING THE AIR RACES. THE PLT NEEDED TO DEMONSTRATE HIS ABILITY TO MAKE A "BARREL ROLL" & TO MAKE 3 LNDGS. THERE WAS NO OPERABLE RADIO IN THE ACFT, SO THE PLT USED A HAND HELD VHF TRANSCEIVER. AFTER HE TOOK OFF, RADIO COMM WITH THE ACFT WAS LOST, SO TWR PSNL USED VISUAL LGT SIGNALS FOR CONTROL. THE PLT MADE 2 TOUCH-&-GO LNDGS & HAD BGN A DSCNDG TURN TO FINAL APCH (3RD PATTERN), WHEN THE ACFT ROLLED INVERTED & PLUNGED TO THE GND. ONE WITNESS THOUGHT THE ACFT SNAP ROLLED. ANOTHER SAID IT WAS SWAYING FM SIDE TO SIDE AS IT PLUNGED TO THE GND. IT CRASHED IN A NOSE DWN ATTITUDE & THERE WAS LITTLE MOVEMENT AFTER IMPACT. NO PREIMPACT PART PROBLEM WAS FND. THE PLT'S BLOOD WAS CHECKED AT 2 LABS. ONE CHECK SHOWED AN ALCOHOL LVL OF 0.238%; THE OTHER SHOWED A LVL OF 0.200%. A CHECK OF THE PLT'S URINE SHOWED AN ALCOHOL LVL OF 0.207%. THE ARPT ELEV WAS 4151 FT.

Brief of Accident (Continued)

File No. - 1152

8/23/87

TWIN FALLS, ID

A/C Reg. No. N38Z

Time (Lcl) - 1319 MDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2.     PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  3. COMM/NAV EQUIPMENT, TRANSCEIVER - INOPERATIVE
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  6. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1087      2/02/87      PLAINFIELD, IL      A/C Reg. No. N2968U      Time (Lcl) - 1320 CST

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

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

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

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

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

<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- 180/009 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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;">PLAINFIELD</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3370/ 50</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;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 41</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 8</p> <p style="padding-left: 20px;">Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <p style="padding-left: 40px;">Total - 200</p> <p style="padding-left: 40px;">Make/Model- 125</p> <p style="padding-left: 40px;">Instrument- UNK/NR</p> <p style="padding-left: 40px;">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- 10</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE AIRCRAFT BECAME STUCK IN A SNOWBANK. THE PILOT AND PASSENGER GOT OUT OF THE AIRCRAFT TO FREE IT. THE PASSENGER WALKED INTO THE PROPELLER OF THE RUNNING ENGINE AND RECEIVED FATAL INJURIES.

Brief of Accident (Continued)

File No. - 1087

2/02/87

PLAINFIELD, IL

A/C Reg. No. N2968U

Time (Lcl) - 1320 CST

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Occurrence #1 PROPELLER/ROTOR CONTACT

Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. PASSENGER BRIEFING - POOR - PILOT IN COMMAND
  2. JUDGEMENT - POOR - PILOT IN COMMAND
  3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1192      6/17/87      AURORA, IL      A/C Reg. No. N3625B      Time (Lcl) - 1030 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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      - HUGHES 300C  
Landing Gear      - SKID  
Max Gross Wt      - 2050  
No. of Seats      - 3

Eng Make/Model      - LYCOMING HIO-360-D1A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 190 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- CALM  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 30000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

AURORA MUNI  
Runway Ident      - 18  
Runway Lth/Wid      - 3199/ 75  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 23

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 493	Last 24 Hrs	- 6
Make/Model-	493	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	81
Multi-Eng	- UNK/NR	Rotorcraft	- 493

Instrument Rating(s)      - NONE

-----Narrative-----

WHILE THE STUDENT & INSTRUCTOR (CFI) WERE ON AN INSTRUCTIONAL FLT, A DECISION WAS MADE TO PRACTICE AN AUTOROTATION & SIMULATED TAIL ROTOR FAILURE. RPRTDLY, A SMOOTH TOUCHDOWN WAS MADE, BUT THE HELICOPTER BEGAN TO VIBRATE. THE CFI ELECTED TO GET THE HELICOPTER AIRBORNE AGAIN, BUT STATED THAT THERE WAS INSUFFICIENT RPM TO MAINTAIN FLT. SUBSEQUENTLY, THE HELICOPTER MADE TWO 360 DEG TURNS TO THE RGT & CONTACTED THE GROUND. NO PREIMPACT FAILURE OR MALFUNCTION OF THE HELICOPTER WAS RPRTD.

Brief of Accident (Continued)

File No. - 1192

6/17/87

AURORA,IL

A/C Reg. No. N3625B

Time (Lc1) - 1030 CDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. AUTOROTATION - PERFORMED -
3. MISCELLANEOUS - VIBRATION
4. LIFT-OFF - INITIATED - PILOT IN COMMAND(CFI)
5. ROTOR RPM - INADEQUATE - PILOT IN COMMAND(CFI)

Occurrence #2      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) 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. - 1084      6/22/87      PEORIA HEIGHTS, IL      A/C Reg. No. N15395      Time (Lcl) - 1258 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL OBSERVATION	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	- BELL 47G2	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 2	Rated Power	- 260 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	PEORIA, IL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 020/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 2300 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- HAZE		
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 - 7000	Last 24 Hrs - 6
	Months Since - 11	Make/Model - 850	Last 30 Days - 50
HELICOPTER	Aircraft Type - 47G2	Instrument - 200	Last 90 Days - 150
			Rotorcraft - 7000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

RETURNING FROM A POWERLINE PATROL FLIGHT, THE ENGINE SURGED TWICE AND QUIT. THE PILOT EXECUTED AN AUTOROTATION TO THE ONLY AVAILABLE LANDING SITE, A HIGH SCHOOL FOOTBALL FIELD. ON TOUCHDOWN THE BLADES FLEXED AND SEVERED THE TAILBOOM. INVESTIGATION REVEALED LESS THAN TWO QUARTS OF FUEL REMAINING IN THE FUEL SYSTEM.



Brief of Accident (Continued)

File No. - 1084

6/22/87

PEORIA HEIGHTS, IL

A/C Reg. No. N15395

Time (Lc1) - 1258 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

Finding(s)

4. AUTOROTATION - MISJUDGED - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1188      7/30/87      WHEELING, IL      A/C Reg. No. N9456U      Time (Lcl) - 1054 CDT

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

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

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

Make/Model      - CESSNA 150	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
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-----

<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- 160/001 KTS</p> <p>Visibility        - 6.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling    - 25000 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation     - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - VFR</p> <p>Type Apch/Lndg       - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PAL-WAUKEE</p> <p>Runway Ident        - 24R</p> <p>Runway Lth/Wid      - 3652/ 52</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;">STUDENT</p>	<p>Age - 58</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> <p style="padding-left: 20px;">Total              - 38</p> <p style="padding-left: 20px;">Make/Model-        38</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 - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 18</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HER FOURTH SUPERVISED SOLO MAKING TOUCH-&-GO LNDGS. DRG A LNDG, THE ACFT BALLOONED, THEN TOUCHED DOWN HARD. THE NOSE GEAR COLLAPSED, & SUBSEQUENTLY, THE ACFT CAME TO REST OFF THE LEFT SIDE OF THE RWY.

Brief of Accident (Continued)

File No. - 1188

7/30/87

WHEELING,IL

A/C Reg. No. N9456U

Time (Lc1) - 1054 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1171      8/29/87      WHEELING, IL      A/C Reg. No. N54452      Time (Lcl) - 0930 CDT

-----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
					1

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-P2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 210/004 KTS Visibility - 5.0 SM Lowest Sky/Clouds - 3500 FT THIN BKN Lowest Ceiling - 25000 FT OVERCAST Obstructions to Vision- FOG Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> PAL-WAUKEE Runway Ident - 16 Runway Lth/Wid - 5100/ 100 Runway Surface - CONCRETE Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 20 Biennial Flight Review Current - YES Months Since - 5 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 103 Make/Model- 9 Instrument- 3 Last 24 Hrs - 3 Last 30 Days- UNK/NR Last 90 Days- 23
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Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE LNDG WAS NORMAL UNTIL AFTER TOUCHDOWN WHEN THE ACFT BGN TO "TRACK" TOWARD THE RGT SIDE OF THE RWY. THE PLT SAID HE APPLIED LEFT RUDDER, BUT THE ACFT CONTD OFF THE RGT SIDE, WENT INTO A DRAINAGE DITCH WITH STANDING WATER & NOSED OVER.

Brief of Accident (Continued)

File No. - 1171

8/29/87

WHEELING, IL

A/C Reg. No. N54452

Time (Lcl) - 0930 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 - NOT CORRECTED - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1199      4/16/87      WEST POINT, IN      A/C Reg. No. N2382R      Time (Lcl) - 1042 EST

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

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

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

Make/Model - CESSNA 182G	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	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	DECATUR, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	LAFAYETTE, IN	PURDUE UNIVERSITY
Wind Dir/Speed- 300/009 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 1.250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6600/ 150
Lowest Sky/Clouds - 400 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2432
SE LAND	Months Since - 1	Make/Model- 946
	Aircraft Type - C-182G	Instrument- 158
		Last 24 Hrs - 1
		Last 30 Days- 14
		Last 90 Days- 33

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG AN IFR ARRIVAL, THE PLT WAS CLRD FOR AN ILS RWY 10 APCH. NO RADAR FACILITIES WERE AVAILABLE, BUT AT 1026 EST, HE RPRTD HE WAS ESTABLISHED ON THE LOCALIZER. APRX 4 MIN LATER, HE DECLARED A MISSED APCH & WAS CLEARED BACK TO THE OUTER MARKER (OM), THEN WAS CLRD FOR ANOTHER ILS APCH. HOWEVER, AT 1042 EST, THE CONTROLLER LOST RADIO CONTACT WITH THE ACFT BEFORE THE PLT REPORTED REACHING THE OM. SUBSEQUENTLY, THE PLANE WAS FND WHERE IT CRASHED APRX 10 MI SW OF THE ARPT WHILE ON A SOUTHEASTERLY HEADING. THE DEGREE OF WRECKAGE DISINTEGRATION SHOWED THE ACFT HAD IMPACTED AT A HI RATE OF SPEED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG AN EXAM OF THE WRECKAGE. THE 1053 EST WX AT THE ARPT WAS IN PART: 400' OVERCAST, VIS 1-1/4 MI WITH FOG, WIND FROM 300 DEG AT 9 KTS. A CHECK OF THE PLT'S LOGBOOK SHOWED HE HAD LOGGED ONLY 2 HRS OF INSTRUMENT TIME IN THE PREV 90 DAYS.

Brief of Accident (Continued)

File No. - 1199

4/16/87

WEST POINT, IN

A/C Reg. No. N2382R

Time (Lc1) - 1042 EST

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, LACK OF RECENT INSTRUMENT TIME - PILOT IN COMMAND
3. WEATHER CONDITION - LOW CEILING
4. WEATHER CONDITION - FOG
5. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
6. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
7.      IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1193

6/02/87

MARION, IN

A/C Reg. No. N2180R

Time (Lc1) - 1900 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - INSTRUCTIONAL

Fire

Crew

0

0

0

2

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

-----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 - 150 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/009 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 9000 FT

Lowest Ceiling - 9000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

MARION

Runway Ident - 22

Runway Lth/Wid - 5200/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1968

Make/Model- 320

Instrument- 200

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 21

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE STUDENT PLT WAS MAKING A X-WIND TAKEOFF ON A DUAL INSTRUCTIONAL FLT, THE INSTRUCTOR (CFI) REDUCED THE POWER AT ABOUT 15 FT AGL TO SIMULATE AN ENG FAILURE. THE STUDENT REACTED BY RAISING THE NOSE OF THE ACFT, BUT THE INSTRUCTOR CORRECTED THIS BY LOWERING THE NOSE. HOWEVER, DRG THE ABORTED TAKEOFF, THE STUDENT TURNED THE ACFT INTO THE X-WIND. SUBSEQUENTLY, IT VEERED OFF THE RGT SIDE OF THE RWY & STRUCK A RWY LIGHT.



Brief of Accident (Continued)

File No. - 1193

6/02/87

MARION, IN

A/C Reg. No. N2180R

Time (Lc1) - 1900 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
2. ABORTED TAKEOFF - PERFORMED -
3. FLARE - IMPROPER - DUAL STUDENT
4. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
5. GROUND LOOP/SWERVE - INADVERTENT - DUAL STUDENT
6. SUPERVISION - IMPROPER - PILOT IN COMMAND(CFI)

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

Finding(s)

7. OBJECT - RUNWAY LIGHT

-----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) 3,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1190      6/14/87      LA PORTE, IN      A/C Reg. No. N761Q      Time (Lcl) - 1800 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 210M  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 320/006 KTS  
Visibility - 12.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WALKERTON, IN  
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

LA PORTE MUNI  
Runway Ident - 31  
Runway Lth/Wid - 2700/ 140  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 47  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - C-210

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

Total - 2000	Last 24 Hrs - UNK/NR
Make/Model- 510	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 10
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS DAMAGED WHEN THE LEFT MAIN GEAR COLLAPSED DRG A LANDING. AN INVESTIGATION REVEALED THAT A SWAGED FITTING AT THE END OF A HYDRAULIC LINE IN THE GEAR SYS HAD FAILED. THE PLT RPRTD THAT WITH THIS FAILURE, THE LEFT MAIN GEAR ONLY PARTIALLY EXTENDED.

Brief of Accident (Continued)

File No. - 1190

6/14/87

LA PORTE, IN

A/C Reg. No. N761Q

Time (Lcl) - 1800 EST

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

Finding(s)

1. LANDING GEAR, MAIN GEAR - FAILURE, PARTIAL.
  2. GEAR DOWN AND LOCKED - NOT POSSIBLE -
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1022      7/12/87      VINCENNES, IN      A/C Reg. No. N8155A      Time (Lcl) - 2315 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	1	1	1
Accident Occurred During - LANDING					

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

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 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 - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOGANSPORT, IN	
Wind Dir/Speed- 230/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3800 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 46
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF WITH THE FUEL TANK SELECTOR SELECTED TO AN EMPTY TANK. SHORTLY AFTER LIFT-OFF THE ENGINE STOPPED AND THE ACFT SKIDDED ACROSS A ROAD AND STRUCK AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 1022

7/12/87

VINCENNES, IN

A/C Reg. No. N8155A

Time (Lc1) - 2315 CDT

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

Finding(s)

1. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
2. FUEL SYSTEM - STARVATION
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1191

7/13/87

LAKE MONROE, IN

A/C Reg. No. N4365C

Time (Lcl) - 1730 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CHAMPION 7EC  
Landing Gear - FLOAT  
Max Gross Wt - 1450  
No. of Seats - 2

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

ELT Installed/Activated - 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- 310/006 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

LAKE MONROE SPB  
Runway Ident - N/A  
Runway Lth/Wid - 15000  
Runway Surface - WATER  
Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI  
SE LAND, ME LAND, SE SEA  
GLIDER

Age - 65

Biennial Flight Review

Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 13300	Last 24 Hrs	- 0
Make/Model-	31	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	47
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLOAT EQUIPPED ACFT TOOK OFF FROM LAKE MONROE WITH 2 RATED PLTS ON BOARD. THE PLT-IN-COMMAND (PIC) STATED THAT THE TAKEOFF DISTANCE MAY HAVE BEEN ABOUT 20% LONGER THAN NORMAL. HE SAID THAT AFTER CLIMBING ABOUT 200 TO 250 FT, THE COPLT BEGAN A RGT TURN, THEN "WAS NOT ABLE TO GET WING UP & BY THE TIME I REALIZED WE HAD A PROBLEM, THERE WAS NOT ENOUGH TIME OR ALTITUDE TO TRY TO DO ANYTHING." RPRDLY, THE ACFT SETTLED & CONTACTED THE WATER WITH ITS RGT WING, THEN SANK AFTER IT CRASHED. AN INVESTIGATION REVEALED THE ACFT HAD A HISTORY OF LEAKING FLOATS. THREE DAYS BFR THE FLT, THE ACFT WAS FND PARTIALLY SUNK WHILE MOORED AT A BUOY. PRIOR TO THE FLT, ONLY THE 2 FRONT COMPARTMENTS OF EACH FLOAT WERE PUMPED OUT. WT & BALANCE INFO SHOWED THAT WITHOUT ANY WATER IN THE FLOATS, THE ACFT WOULD HAVE BEEN CLOSE TO ITS MAX GROSS WT LIMIT & THE CG WOULD HAVE BEEN NEAR THE AFT LIMIT.

Brief of Accident (Continued)

File No. - 1191

7/13/87

LAKE MONROE, IN

A/C Reg. No. N4365C

Time (Lcl) - 1730 CDT

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

Finding(s)

1. LANDING GEAR, FLOAT ASSEMBLY - LEAK
2. LANDING GEAR, FLOAT ASSEMBLY - WATER
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT WEIGHT AND BALANCE - NOT CORRECTED - PILOT IN COMMAND
5. AIRCRAFT HANDLING - NOT MAINTAINED -
6. DESCENT - UNCONTROLLED -

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) 2,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1045      7/11/87      OTTAWA,KS      A/C Reg. No. N5701U      Time (Lcl) - 2300 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAWRENCE,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OTTAWA
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 76
SE LAND	Months Since - 6	Last 24 Hrs - 1
	Aircraft Type - C-150	Make/Model- 1
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT FLIGHT THE AIRCRAFT'S ENGINE LOST PARTIAL POWER. THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FARM FIELD. DURING LANDING THE AIRCRAFT'S RIGHT WING STRUCK A FENCE. AN ENGINE TEARDOWN REVEALED A FAILED EXHAUST VALVE ON THE NUMBER 3 CYLINDER.



Brief of Accident (Continued)

File No. - 1045

7/11/87

OTTAWA,KS

A/C Reg. No. N5701U

Time (Lc1) - 2300 CDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL

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

Finding(s)

2. OBJECT - FENCE POST
3. LIGHT CONDITION - NIGHT
4. PRECAUTIONARY LANDING - PREMATURE - 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. - 1040      6/16/87      HAZARD, KY      A/C Reg. No. N8021W      Time (Lcl) - 1900 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A  
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- 135/010 KTS  
Visibility - 7.0 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  
ON AIRPORT

Airport Data

EASTERN KENTUCKY REGIONAL  
Runway Ident - 06  
Runway Lth/Wid - 3240/ 60  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 47  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 323  
Make/Model- 302  
Instrument- 0  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OBSERVED THE REAR OF THE UPPER ENGINE COWLING LIFT UP SHORTLY AFTER TAKEOFF AND HE BECAME CONCERNED THAT THE COWLING MIGHT COME OFF THE AIRPLANE DURING FLIGHT. THE PILOT ATTEMPTED TO MANEUVER THE AIRPLANE BACK TO THE AIRPORT TO LAND, THE AIRPLANE STALLED AND IMPACTED TERRAIN ADJACENT TO THE RUNWAY. DURING PREFLIGHT EXAMINATION OF THE AIRPLANE THE PILOT REMOVED AND REPLACED THE COWLING.

Brief of Accident (Continued)

File No. - 1040

6/16/87

HAZARD,KY

A/C Reg. No. N8021W

Time (Lc1) - 1900 EDT

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

Finding(s)

1. COOLING SYSTEM,COWLING - OPEN
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND
5. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - OPEN FIELD

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

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

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. - 1065      6/23/87      FALMOUTH, KY      A/C Reg. No. N89784      Time (Lcl) - 1430 EDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/008 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 3100 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 WISE, VA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>GENE SNYDER</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 4000/ 75</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 140</p> <p>Make/Model- 48</p> <p>Instrument- 18</p> <p>Last 24 Hrs - 5</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 48</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON A CROSS-COUNTRY FLIGHT AND HAD MADE SEVERAL REFUELING STOPS DURING THE DAY. HE STATED THAT DURING LANDING HE EXPERIENCED A CROSSWIND OF APPROXIMATELY 7 TO 10 KNOTS. THE AIRCRAFT BOUNCED, ROCKED UP ON THE LEFT MAIN LANDING GEAR, DEPARTED THE RUNWAY TO THE RIGHT, RAN INTO TALL GRASS AND ROCKS AND NOSED OVER. THE PILOT STATED THAT HE USED BRAKES, RUDDER AND AILERON TO ATTEMPT TO REGAIN CONTROL OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1065

6/23/87

FALMOUTH, KY

A/C Reg. No. N89784

Time (Lcl) - 1430 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1102      6/24/87      MADISONVILLE, KY      A/C Reg. No. N617MS      Time (Lcl) - 1215 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -EXECUTIVE/CORPORATE  
Flight Conducted Under      -14 CFR 91D  
Accident Occurred During      -TAXI

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - BEECH 200C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 12500  
No. of Seats      - 11

Eng Make/Model      - P&W PT6A-41  
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      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC  
Wind Dir/Speed- VARIABLE  
Visibility      - 4.000 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MARION, IL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MADISONVILLE MUNI  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - UNK/NR  
Runway Status      - UNK/NR

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
ME LAND

Age      - 53  
Biennial Flight Review  
Current      - YES  
Months Since      - 18  
Aircraft Type      - 200C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 11875	Last 24 Hrs - 0
Make/Model-	2310	Last 30 Days- UNK/NR
Instrument-	1560	Last 90 Days- 120
Multi-Eng -	7900	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT STRUCK A 2-FT HI AVGAS PUMP WHILE THE PLT WAS TAXIING AROUND ANOTHER ACFT THAT WAS PARKED. THE NOSE GEAR COLLAPSED & A SMALL FIRE RESULTED. THE PLT & PAX EVACUATED THE ACFT. LINE PSNL WERE UNABLE TO EXTINGUISH THE FIRE WITH HAND-HELD EXTINGUISHERS. THE ACFT WAS SUBSEQUENTLY ENGULFED BY THE FIRE & WAS DESTROYED. A LARGE DRY CHEMICAL FIRE EXTINGUISHER WAS LOCATED NEXT TO THE PUMP AT THE TIME, BUT LINE PSNL WERE UNABLE TO GET TO IT DUE TO THE FIRE. THE BLACK TOP AROUND THE PUMP HAD RECENTLY BEEN RESURFACED & NO SAFETY MARKINGS, LIGHTS OR BARRICADES WERE IN PLACE AROUND THE PUMP (EXCEPT FOR THE LARGE FIRE EXTINGUISHER). THE PUMP WAS ORIGINALLY LOCATED NEXT TO THE RAMP EDGE, BUT SUBSEQUENT EXPANSION OF THE RAMP LEFT THE PUMP SURROUNDED BY PAVEMENT.

Brief of Accident (Continued)

File No. - 1102

6/24/87

MADISONVILLE, KY

A/C Reg. No. N617MS

Time (Lc1) - 1215 CDT

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

Finding(s)

1. AIRPORT FACILITIES, OBSTRUCTION MARKING - INADEQUATE
2. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
3. OBJECT - AIRPORT FACILITY
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2            NOSE GEAR COLLAPSED  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3            FIRE  
Phase of Operation      STANDING

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1135

5/21/87

OLLA, LA

A/C Reg. No. N56QQ

Time (Lcl) - 1230 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	0	0

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

Make/Model - CESSNA A150L  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1650  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

OLLA  
Runway Ident - 20  
Runway Lth/Wid - 3000/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 48  
Biennial Flight Review  
Current - YES  
Months Since - 23  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1712  
Make/Model- 1614  
Instrument- 17  
Multi-Eng - 21  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 65

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, WITNESSES OBSERVED THE ACFT IN A STEEP CLIMB. RPRTDLY, IT THEN ENTERED A LEFT TURN & APPEARED TO STALL. THE PLT STATED THAT AFTER ABOUT 180 DEG OF TURN, HE ROLLED OUT, NOSE LOW, LEVELED THE WINGS, THEN A VIBRATION STARTED. RPRTDLY, THE ACFT BEGAN TO SHAKE AS IF IT WERE IN AN ACCELERATED STALL. THE PLT PUSHED THE YOKE FORWARD TO BREAK THE STALL, BUT THE ACFT SUBSEQUENTLY HIT TREES & CRASHED TO THE GND. THE PLT SUSPECTED THE VIBRATION MIGHT HAVE BEEN FM SOMETHING OTHER THAN A STALL; HOWEVER, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND.



Brief of Accident (Continued)

File No. - 1135

5/21/87

OLLA,LA

A/C Reg. No. N56QQ

Time (Lcl) - 1230 CDT

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

Finding(s)

1. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1164

7/07/87

BATON ROUGE, LA

A/C Reg. No. N8485L

Time (Lcl) - 2044 CDT

-----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	-LANDING				

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

Fire NONE  
Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-E2D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BATON ROUGE

Runway Ident - 04

Runway Lth/Wid - 6900/ 50

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 24

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 177 Last 24 Hrs - 1

Make/Model- 75 Last 30 Days- UNK/NR

Instrument- 25 Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER TAKING OFF TO PRACTICE TOUCH & GO LNDGS, THE ENG LOST PWR. HE ATMTD TO MAKE A FORCED LNDG ON THE ARPT, BUT WAS UNABLE. WHILE LNDG SHORT OF THE RWY, THE ACFT HIT THE TOP OF A TREE & THE ARPT SECURITY FENCE. MAINTENANCE HAD JUST BEEN PERFORMED ON THE ACFT. AN EXAM OF THE ENG REVEALED THAT THE OIL TEMPERATURE "BULB" HAD INADVERTENTLY BEEN LEFT OUT OF THE OIL FILTER. SUBSEQUENTLY, OIL WAS PUMPED OVERBOARD & THE ENG SEIZED DUE TO OIL EXHAUSTION.

Brief of Accident (Continued)

File No. - 1164

7/07/87

BATON ROUGE, LA

A/C Reg. No. N8485L

Time (Lc1) - 2044 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. ENGINE INSTRUMENTS, OIL TEMPERATURE GAGE - DISCONNECTED
2. MAINTENANCE -- IMPROPER - COMPANY MAINTENANCE PSNL
3. LUBRICATING SYSTEM - LEAK
4. FLUID, OIL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - TREE(S)

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1037      7/09/87      VENICE, LA

A/C Reg. No. N5734S

Time (Lcl) - 0643 CDT

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation      -POSITIONING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -HOVER

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - BELL 206L-1  
Landing Gear      - SKID  
Max Gross Wt      - 2000  
No. of Seats      - 7

Eng Make/Model      - ALLISON 250-C28B  
Number Engines      - 1  
Engine Type      - TURBOSHAFT  
Rated Power      - 435 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- 090/003 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

VENICE HELIPORT  
Runway Ident      - UNK/NR  
Runway Lth/Wid      - UNK/NR  
Runway Surface      - CONCRETE  
Runway Status      - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 59

Biennial Flight Review

Current      - UNK/NR

Months Since      - UNK/NR

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 13023

Make/Model- 1246

Instrument- 159

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 164

Rotorcraft - 12666

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT WAS REPOSITIONING THE AIRCRAFT AFTER A PHASE IV INSPECTION. THE AIRCRAFT LIFTED OFF THE PAD AND MADE SEVERAL CLOCKWISE REVOLUTIONS, DESCENDED OUT OF CONTROL, IMPACTED THE GROUND AND ROLLED OVER ON ITS RIGHT SIDE. INVESTIGATION REVEALED THE NUMBER 1 TAIL ROTOR DRIVESHAFT HAD NOT BEEN RECONNECTED AFTER INSPECTION.

Brief of Accident (Continued)

File No. - 1037

7/09/87

VENICE, LA

A/C Reg. No. N5734S

Time (Lc1) - 0643 CDT

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - DISCONNECTED
2. MAINTENANCE, SERVICE OF AIRCRAFT - POOR - COMPANY MAINTENANCE PSNL
3. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
4. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - COMPANY MAINTENANCE PSNL
5. MAINTENANCE, INSTALLATION - NOT PERFORMED - COMPANY MAINTENANCE PSNL

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1184      2/11/87      OXFORD, MA      A/C Reg. No. N7182B      Time (Lcl) - 1030 EST

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

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

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

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 300/012 KTS Visibility - 40.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- NONE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - VFR Type Apch/Lndg - TRAFFIC PATTERN	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> OXFORD Runway Ident - 02 Runway Lth/Wid - 2047/ 50 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 23 Biennial Flight Review Current - YES Months Since - 16 Aircraft Type - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 455 Make/Model- 31 Instrument- 110 Last 24 Hrs - 0 Last 30 Days- UNK/NR Last 90 Days- 28
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG A LNDG, THE ACFT ENCTR'D A GUST OF WIND & VEERED INTO A GROUND LOOP BEFORE HE COULD CORRECT THE SITUATION. THE ACFT THEN HIT A SNOWBANK AT THE SIDE OF THE RWY & WAS DAMAGED. THE PLT RPRTD THE WIND WAS FROM 300 DEG AT 12 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1184

2/11/87

OXFORD, MA

A/C Reg. No. N7182B

Time (Lc1) - 1030 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

-----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. - 1094      2/07/87      CLINTON, MD      A/C Reg. No. N94197      Time (Lcl) - 1825 EST

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

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

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

Make/Model - CESSNA 152II	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1620	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - PATWAS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	FREDERICKSBURG, VA	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HYDE FIELD
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2820/ 30
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 140
SE LAND	Months Since - 15	Make/Model- 66
	Aircraft Type - C-152	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 5
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE MADE A NORMAL APPROACH AND TOUCHDOWN. ON ROLL-OUT, AFTER THE FLAPS WERE RETRACTED, A PULLING WAS NOTED TO THE LEFT. THE ACFT SWERVED OFF THE LEFT SIDE OF THE RWY, COLLIDED WITH A SNOWBANK, AND FLIPPED OVER. A WITNESS LOCATED IN THE RUN-UP AREA FOR RWY 23 OBSERVED THE ACFT EXECUTE A GO-AROUND BECAUSE IT WAS HIGH AND FAST. HE STATED IT "CAME IN AGAIN HIGH AND FAST" JUST PRIOR TO THE ACCIDENT. EXAM OF THE BRAKES INDICATED NO PREIMPACT MALFUNCTIONS/FAILURES.



Brief of Accident (Continued)

File No. - 1094

2/07/87

CLINTON, MD

A/C Reg. No. N94197

Time (Lcl) - 1825 EST

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

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

4. TERRAIN 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) 1,2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1143      2/10/87      GAITHERSBURG, MD      A/C Reg. No. N25846      Time (Lcl) - 1155 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - CESSNA 152C  
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      - 108 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed      - 280/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
MORRISTOWN, NJ

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MONTGOMERY COUNTY AIRPARK  
Runway Ident      - 32  
Runway Lth/Wid      - 4235/ 75  
Runway Surface      - ASPHALT  
Runway Status      - UNK/NR

-----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-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 40
Make/Model	- 35
Instrument	- 1
Last 24 Hrs	- 0
Last 30 Days	- 3
Last 90 Days	- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE TAKING OFF ON RWY 32, THE ACFT VEERED TO THE LEFT & COLLIDED WITH A SNOWBANK BEFORE THE STUDENT PLT COULD REGAIN CONTROL. THE STUDENT RPRTD THE WINDS WERE FROM 280 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1143

2/10/87

GAITHERSBURG, MD

A/C Reg. No. N25846

Time (Lcl) - 1155 EST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1076      5/12/87      CHESTERTOWN,MD      A/C Reg. No. N18880      Time (Lcl) - 1500 EDT

-----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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - BEECH C-24R	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2750	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 - NWS	Last Departure Point	
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BALTIMORE,MD	FLYING ACRES
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 19919
SE LAND,ME LAND	Months Since - 17	Make/Model- UNK/NR
	Aircraft Type - C-23	Instrument- 1500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 102

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT, UNFAMILIAR WITH THE AIRPORT, INTENDED TO PERFORM A TRIAL TAKEOFF RUN TO DETERMINE HOW THE AIRCRAFT ACCELERATED ON THE GRASS RUNWAY. DURING THE TRIAL RUN WHEN THE AIRCRAFT WAS ABOUT HALF WAY DOWN THE RUNWAY, THE PILOT FELT THE AIRCRAFT WAS READY TO FLY AND DECIDED TO PROCEED WITH THE TAKEOFF. LIFT-OFF AT STALL SPEED OCCURRED ABOUT 3/4 DOWN THE RUNWAY. THE AIRCRAFT WOULD NOT CLIMB OR ACCELERATE OUT OF GROUND EFFECT AND STRUCK A TREE PAST THE RUNWAY END. THE AIRCRAFT WAS AT FULL POWER, THE LANDING GEAR DOWN AND FLAPS DOWN 15 DEGREES WHEN THE COLLISION OCCURRED. THE PILOT REALIZED, AFTER THE ACCIDENT, THAT HE ATTEMPTED THE TAKEOFF DOWNWIND. THE PILOT STATED HE ATTEMPTED THE TAKEOFF WITH A SENSE OF URGENCY BECAUSE OF AN APPROACHING THUNDERSTORM.

Brief of Accident (Continued)

File No. - 1076

5/12/87

CHESTERTOWN, MD

A/C Reg. No. N18880

Time (Lc1) - 1500 EDT

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

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
  2. CLIMB - NOT ATTAINED - PILOT IN COMMAND
  3. PLANNING-DECISION - POOR - PILOT IN COMMAND
  4. WEATHER CONDITION - TAILWIND
  5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  6. OBJECT - TREE(S)
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1060

6/06/87

GAITHERSBURG, MD

A/C Reg. No. N2496Z

Time (Lcl) - 0721 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

Fire  
ON GROUND

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

Make/Model - PICCARD AX-6  
Landing Gear - N/A  
Max Gross Wt - 1350  
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 - COMPANY  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 290/007 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  
GERMANTOWN, MD  
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

FREE BALLOON

Age - 38

Biennial Flight Review

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

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 55	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-----

AFTER TWO ABORTED LANDINGS THE PILOT SAW A FIELD IN THE DISTANCE AND ATTEMPTED TO LAND. ALTHOUGH TWO OTHER BALLOONS HAD LANDED NEARBY, THE FIELD HE WAS BLOWN TOWARDS HAD NUMEROUS POWERLINES SURROUNDING IT, SOME OF THEM AT TREETOP HEIGHT. DURING THE APPROACH FOR LANDING THE BALLOON CONTACTED A 69,000 VOLT POWERLINE, CAUGHT FIRE AND EXPLODED AFTER GROUND CONTACT.

Brief of Accident (Continued)

File No. - 1060

6/06/87

GAITHERSBURG, MD

A/C Reg. No. N2496Z

Time (Lcl) - 0721 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2.        IMPROPER DECISION, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

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

Occurrence #3        FIRE/EXPLOSION  
Phase of Operation    OTHER

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

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

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. - 1144

8/13/87

BALTIMORE, MD

A/C Reg. No. N6801U

Time (Lcl) - 1807 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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -APPROACH

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

Make/Model - MOONEY M20C

Eng Make/Model - LYCOMING O-360-A1D

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2575

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 4

Rated Power - 180 HP

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

Weather Data

Wx Briefing - UNK/NR

Method - UNK/NR

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 120/009 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

LAUREL, MD

Destination

PRINCETON, NJ

Airport Proximity

ON AIRPORT

Airport Data

BALTIMORE-WASHINGTON

Runway Ident - 28

Runway Lth/Wid - 9452/ 200

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 64

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - M20C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1650

Last 24 Hrs - 2

Make/Model- 1500

Last 30 Days- UNK/NR

Instrument- 160

Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REFUELED THE ACFT AT PRINCETON, NJ, BFR DEPARTING ON A FLT TO LINDEN, NJ, THEN CONTINUED ON TO LAUREL, MD. HE BELIEVED THAT HE HAD POSITIONED THE FUEL SELECTOR TO THE RGT FUEL TANK & SAID THAT HE HAD USED FUEL OUT OF THE SAME TANK UNTIL HE ARRIVED AT LAUREL. AT LAUREL, THE PLT POSITIONED THE FUEL SELECTOR TO THE LEFT TANK, WHICH HE BELIEVED WAS FULL. HE THEN DEPARTED ON A RETURN FLT TO PRINCETON. AS THE ACFT WAS CLIMBING THRU ABOUT 6000', THE ENG LOST POWER. THE PLT DIVERTED TO THE BALTIMORE-WASHINGTON ARPT, BUT DID NOT USE THE EMERGENCY PROCEDURE TO RESTART THE ENG. HE ARRIVED OVER THE ARPT AT A RELATIVELY HIGH ALT & ELECTED TO CIRCLE TWICE TO DSCND. HOWEVER, HE LOST TOO MUCH ALT & DRG THE FINAL APCH, HE WAS UNABLE TO REACH THE RWY. SUBSEQUENTLY, THE ACFT HIT APCH LIGHTS ABOUT 200' SHORT OF THE RWY. AN EXAM REVEALED THE LEFT FUEL TANK WAS EMPTY, THE RIGHT TANK WAS FULL & THE FUEL SELECTOR WAS POSITIONED TO THE EMPTY TANK. THE FUEL SELECTOR FUNCTIONED NORMALLY DRG AN OPNL CHECK.



Brief of Accident (Continued)

File No. - 1144

8/13/87

BALTIMORE,MD

A/C Reg. No. N6801U

Time (Lcl) - 1807 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

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

Finding(s)

4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. DISTANCE - MISJUDGED - PILOT IN COMMAND
6. OBJECT - APPROACH LIGHT/NAVAID

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1093      3/12/87      HOLLAND, MI      A/C Reg. No. N5140S      Time (Lcl) - 2137 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

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

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

Make/Model      - PIPER PA-28R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2650  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 180 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed      - LIGHT AND VARIABLE  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 5000 FT SCATTERED  
Lowest Ceiling      - 25000 FT OVERCAST  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
JENISON, MI  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - 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      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1715  
Make/Model      - 1150  
Instrument      - 214  
Multi-Eng      - 15  
Last 24 Hrs      - 2  
Last 30 Days      - 11  
Last 90 Days      - 25  
Rotorcraft      - UNK/NR

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

DURING A LOCAL FLIGHT THE AIRCRAFT'S ENGINE LOST OIL PRESSURE. THE ENGINE CONTINUED TO RUN FOR ABOUT TWO MINUTES AND THEN TOTALLY SEIZED. THE PILOT MADE A HARD LANDING ON 58TH STREET IN HOLLAND (THE ONLY AVAILABLE LANDING AREA HE COULD SEE IN THE DARK NIGHT LIGHT CONDITIONS) RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. INVESTIGATION REVEALED BROKEN PISTON RINGS IN THE NUMBER ONE CYLINDER, ALUMINUM SHAVINGS THROUGHOUT THE ENGINE LUBRICATING SYSTEM AND SCORED AND BURNED BEARINGS.

Brief of Accident (Continued)

File No. - 1093

3/12/87

HOLLAND,MI

A/C Reg. No. N5140S

Time (Lcl) - 2137 EST

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

Finding(s)

1. ENGINE ASSEMBLY,RING - FAILURE,TOTAL
2. FLUID,OIL - PRESSURE TOO LOW

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
4. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

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

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. - 1085      4/26/87      MIDLAND, MI      A/C Reg. No. N6AJ      Time (Lcl) - 1412 EDT

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

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

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

Make/Model      - PIPER J3C	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/NO
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 1300	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 65 HP	

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

<b>Weather Data</b> Wx Briefing      - NO RECORD OF BRIEFING Method            - N/A Completeness    - N/A Basic Weather    - VMC Wind Dir/Speed- 130/006 KTS Visibility        - 15.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling    - NONE Obstructions to Vision- NONE Precipitation     - NONE Condition of Light      - DAYLIGHT	<b>Itinerary</b> Last Departure Point SAME AS ACC/INC Destination LOCAL  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance    - NONE Type Apch/Lndg       - NONE	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> JACK BARSTOW Runway Ident        - 24 Runway Lth/Wid      - 3000/ 75 Runway Surface      - ASPHALT Runway Status       - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) COMMERCIAL SE LAND	Age - 54 Biennial Flight Review Current            - YES Months Since      - 5 Aircraft Type      - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT Flight Time (Hours) Total              - 1630 Make/Model-        759 Instrument-         304 Multi-Eng -         9 Last 24 Hrs - UNK/NR Last 30 Days- UNK/NR Last 90 Days- 18
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING TO RUNWAY 24 RUN UP AREA THE AIRCRAFT FLIPPED OVER ONTO ITS NOSE. THE PILOT STATED A GUST OF WIND CAUGHT THE PLANE FROM BEHIND. WINDS AT THE TRI-CITY AIRPORT, 12 MILES SOUTHEAST OF MIDLAND, WERE REPORTED FROM 130 DEGREES AT 6 KNOTS.

Brief of Accident (Continued)

File No. - 1085

4/26/87

MIDLAND, MI

A/C Reg. No. N6AJ

Time (Lcl) - 1412 EDT

Occurrence #1 NOSE OVER

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS

----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. - 1196

6/26/87

LUDINGTON, MI

A/C Reg. No. N3278D

Time (Lc1) - 1700 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-MANEUVERING				

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

Fire Crew 1  
NONE Pass 1

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

Make/Model - NORTH AMERICAN P-51D  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - 10500  
No. of Seats - 2

Eng Make/Model - PACKARD/ROLLS V-1650-7  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1720 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- 270/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3500 FT THIN BKN  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
TRAVERSE CITY, MI  
Destination  
LUDINGTON, MI

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 - 41

Biennial Flight Review  
Current - YES  
Months Since - 2  
Aircraft Type - P-51D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1200	Last 24 Hrs - UNK/NR
Make/Model- 100	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-----

N3278D WAS #1 (LEADER) IN A FLT OF 2 NORTH AMERICAN P-51 ACFT. THE PLT OF THE 2ND P-51 RPRTD THAT THEY WERE ON A SOUTHERLY HEADING OVER WATER ABOUT 1/2 MI FROM THE SHORE WHEN THE LEADER RAISED HIS NOSE & BEGAN ROLLING TO THE RIGHT. WITNESSES ON THE BEACH ESTIMATED THE ACFT'S ALT WAS BTN 50 & 200 FT BFR BEGINNING THE MANEUVER. RPRTDLY, THE NOSE OF THE ACFT CAME DOWN THRU THE HORIZON AS THE PLANE REACHED AN INVERTED POSITION, THEN THE ACFT ENTERED A DSCNT & THE DIRECTION CHANGED TO THE SOUTHEAST AS THE PLANE ROLLED TO A WINGS LVL ATTITUDE. BFR RECOVERING FROM THE DESCNT, THE ACFT HIT A SAND DUNE NEAR THE SHORE. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND.

Brief of Accident (Continued)

File No. - 1196

6/26/87

LUDINGTON, MI

A/C Reg. No. N3278D

Time (Lcl) - 1700 EDT

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

Finding(s)

1. AEROBATICS - INITIATED -
2. TERRAIN CONDITION - WATER, ROUGH
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, 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) 3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1189      7/19/87      TROY, MI

A/C Reg. No. N6341D

Time (Lcl) - 2130 EDT

-----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 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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 250/015 KTS  
Visibility - 4.000 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
PONTIAC, MI

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

TROY-OAKLAND  
Runway Ident - 27  
Runway Lth/Wid - 3855/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 23

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 95	Last 24 Hrs	- 3
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LNDD AT NGT & TAXIED THE ACFT TO A HANGAR AREA FOR A PASSENGER STOP. AFTER THE PASSENGER DEPLANED, THE PLT PROCEEDED TO MAKE A U-TURN AROUND A T-HANGAR & ONTO AN AUTOMOBILE SERVICE ROAD THAT WASN'T NORMALLY USED FOR ACFT. WHILE THE PLT WAS ATTEMPTING TO REENTER THE TAXIWAY, BY GOING BTN T-HANGARS, THE LEFT WING OF THE ACFT HIT A UTILITY POLE & WAS DAMAGED. THERE WERE NO LIGHTS IN THAT AREA.



Brief of Accident (Continued)

File No. - 1189

7/19/87

TROY, MI

A/C Reg. No. N6341D

Time (Lc1) - 2130 EDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. OBJECT - POLE
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1083      7/20/87      MARNE,MI      A/C Reg. No. N8972Y      Time (Lcl) - 0645 EDT

-----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 - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2-C5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	HOWARD CITY,MI	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7004
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - 5
GLIDER	Aircraft Type - BE-23	Make/Model- 4000
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - 3

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A SWATH RUN WHILE ABOUT ONE-THIRD OF THE WAY THROUGH THE PROCEDURE TURN AROUND, THE ENGINE SUDDENLY LOST POWER. THE PILOT EXTENDED HIS GLIDE TO CLEAR POWERLINES AND WHEN HE FLARED TO LAND HE DID NOT HAVE ENOUGH AIRSPEED TO STOP THE DESCENT. THE AIRCRAFT LANDED HARD, THE MAIN LANDING GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. INVESTIGATION REVEALED MALFUNCTION DAMAGE TO THE ENGINE DRIVE TRAIN GEARS, SEVERE ENOUGH TO CAUSE TOTAL LOSS OF POWER. THE AIRCRAFT WAS USING AUTOGAS WITHOUT STC APPROVAL.

Brief of Accident (Continued)

File No. - 1083

7/20/87

MARNE,MI

A/C Reg. No. N8972Y

Time (Lc1) - 0645 EDT

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

Finding(s)

1. ACCESSORY DRIVE ASSY,DRIVE GEAR - FAILURE,PARTIAL
  2. FLUID,FUEL GRADE - IMPROPER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1185      8/18/87      TROY, MI

A/C Reg. No. N32387

Time (Lc1) - 2045 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model      - PIPER PA-28-140  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E3D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

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

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

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 330/003 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - 4000 FT  
Lowest Ceiling      - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
TROY, MI

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

BIG BEAVER  
Runway Ident      - 09  
Runway Lth/Wid      - 2400/ 40  
Runway Surface      - ASPHALT  
Runway Status      - WET

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

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

Age - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

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

Total	- 175	Last 24 Hrs	- 2
Make/Model	- 12	Last 30 Days	- UNK/NR
Instrument	- 32	Last 90 Days	- 33
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE THE PLT WAS USING SHORT FIELD TECHNIQUES FOR TAKEOFF, THE ACFT LIFTED OFF INTO GROUND EFFECT. AT ABOUT THAT TIME, THE PLT THOUGHT THERE WAS A PARTIAL POWER LOSS. HE STATED, "AFTER PERCEIVING A PARTIAL POWER LOSS WHICH WAS ACCOMPANIED WITH A LOSS IN AIRSPEED AND SOME SLIGHT SETTLING OF THE AIRPLANE . . . , A DECISION WAS MADE TO ABORT." AFTER TOUCH-DOWN, HE APPLIED FULL BRAKES, BUT WAS UNABLE TO STOP ON THE REMAINING RWY WHICH WAS WET. THE ACFT CONTD OFF THE END, WENT THRU A FENCE & STRUCK AN UNOCCUPIED, PARKED CAR. AN EXAM OF THE ACFT & ENG REVEALED NO EVIDENCE OF A PREIMPACT PART FAILURE OR MALFUNCTION. APRX 10 MI ESE AT DETROIT, THE 1955 EDT WX WAS: 4000' BRKN, VIS 10, WIND 330 DEG AT 3 KTS, TEMP 71, DEW POINT 58, ALTIMETER 30.02" HG.

Brief of Accident (Continued)

File No. - 1185

8/18/87

TROY,MI

A/C Reg. No. N32387

Time (Lc1) - 2045 EDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

2. ABORTED TAKEOFF
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

4. OBJECT - FENCE
5. OBJECT - VEHICLE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1086

4/03/87

BIG LAKE, MN

A/C Reg. No. N135HA

Time (Lcl) - 1540 CST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - HILLER UH-12ET  
Landing Gear - SKID  
Max Gross Wt - 3100  
No. of Seats - 3

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 400 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- CALM  
Visibility - 20.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2400	Last 24 Hrs	- 1
Make/Model	- 530	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 3
		Rotorcraft	- 900

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT WAS BEING MANEUVERED FOR LANDING ON A GROUND SUPPORT TRAILER WHEN IT EXPERIENCED A POWER FAILURE. DUE TO HIGH TREES AUTOROTATION WAS MADE TO ADJACENT FIELD. AIRCRAFT LANDED ON ROUGH/UNEVEN TERRAIN AND ROLLED OVER. INVESTIGATION REVEALED CONTAMINATED FUEL SYSTEM. APPROXIMATELY ONE GALLON OF A WHITE MILKY SUBSTANCE WAS DRAINED FROM THE SUMP AND ALL MAJOR COMPONENTS OF THE FUEL SYSTEM WERE CONTAMINATED. THE ORIGIN OF THE CONTAMINATION COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1086

4/03/87

BIG LAKE, MN

A/C Reg. No. N135HA

Time (Lcl) - 1540 CST

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

Occurrence #3      ROLL OVER  
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

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. - 1194

5/29/87

GRAND RAPIDS, MN

A/C Reg. No. N3970G

Time (Lcl) - 1420 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

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

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

Make/Model - CESSNA U206C  
Landing Gear - FLOAT  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed - 170/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3500 FT THIN BKN  
Lowest Ceiling - 8000 FT OVERCAST  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PRAIRIE LAKE, MN  
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

GRAND RAPIDS ITASCA CO  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - WATER  
Runway Status - WATER-CALM

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

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

Age - 73  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 28470  
Make/Model - 1500  
Instrument - 3500  
Multi-Eng - 28000  
Last 24 Hrs - 2  
Last 30 Days - UNK/NR  
Last 90 Days - 25  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG A WATER LNDG, THE LEFT FLOAT DUG IN & CAUSED THE LEFT WING TO STRIKE THE WATER. SUBSEQUENTLY, THE ACFT NOSED OVER. THE PLT DID NOT RPRT ANY ABNORMAL WIND OR WATER CONDITION.



Brief of Accident (Continued)

File No. - 1194

5/29/87

GRAND RAPIDS, MN

A/C Reg. No. N3970G

Time (Lc1) - 1420 CDT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1187      8/10/87      DELFT, MN      A/C Reg. No. N4935F      Time (Lcl) - 1400 CDT

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

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

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

Make/Model - PIPER PA-28-151	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b> ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination MANKATO, MN	<b>Airport Data</b>
Completeness - N/A		BARTSCH
Basic Weather - VMC		Runway Ident - 36
Wind Dir/Speed- 130/005 KTS	ATC/Airspace	Runway Lth/Wid - 2160/ 100
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 88
SE LAND	Months Since - 9	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 9
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LOADED CLOSE TO ITS GROSS WT LIMIT & THE PLT ATMTD TO TAKEOFF ON A 2160 FT STRIP, USING SHORT FIELD TAKEOFF TECHNIQUES. THE ACFT BECAME AIRBORNE FOR A SHORT TIME, HOWEVER, IT BEGAN TO SETTLE. THE PLT ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER DEPARTING THE RWY, THE ACFT WAS DAMAGED WHEN IT WENT THRU A FENCE & INTO A BEAN FIELD. THE PLT RPTD THE TEMP WAS 88 DEG & THE WIND WAS FROM 130 DEG AT ZERO TO 5 KTS. ABOUT 35 MI NORTH AT REDWOOD FALLS, MN, THE 1350 CDT WIND WAS FROM 130 DEG AT 14 KTS.

Brief of Accident (Continued)

File No. - 1187

8/10/87

DELFT,MN

A/C Reg. No. N4935F

Time (Lcl) - 1400 CDT

Occurrence #1      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - FENCE

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - SOFT
6. TERRAIN CONDITION - CROP

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1186

8/17/87

MONTICELLO, MN

A/C Reg. No. N1354D

Time (Lcl) - 1945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire  
NONE

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

Make/Model - CESSNA 170A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 2200

No. of Seats - 4

Eng Make/Model - CONTINENTAL C-145

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 - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - 5500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BLAINE, MN

Airport Proximity  
ON AIRSTRIP

Airport Data

MONTICELLO

Runway Ident - 36

Runway Lth/Wid - 2550/ 140

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)

PRIVATE

SE LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	177	Last 24 Hrs -	1
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Make/Model-	115	Last 30 Days-	UNK/NR
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Instrument-	2	Last 90 Days-	13
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Instrument Rating(s) - NONE

-----Narrative-----

DRG THE TAKEOFF ROLL, THE PLT LOST DIRECTIONAL CONTROL OF THE TAILWHEEL EQUIPPED ACFT. IT THEN SWERVED TO THE LEFT & WENT INTO A SOYBEAN FIELD. DRG THE OCCURRENCE, THE RGT MAIN GEAR COLLAPSED & THE RGT WING, RGT HORIZONTAL STABILIZER, PROP & ENG COWLING WERE DAMAGED. APRX 30 MI SE AT MINNEAPOLIS, MN, THE 1950 CDT WIND WAS FROM 240 DEG AT 7 KTS. HOWEVER, THE PLT RPRTD THE WIND WAS CALM AT MONTICELLO ARPT.

Brief of Accident (Continued)

File No. - 1186

8/17/87

MONTICELLO, MN

A/C Reg. No. N1354D

Time (Lc1) - 1945 CDT

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

Finding(s)

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

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    TAKEOFF

Finding(s)

3. TERRAIN CONDITION - CROP
  4. TERRAIN CONDITION - SOFT
  5. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1014      7/12/87      BADERVILLE, MO      A/C Reg. No. N3169N      Time (Lcl) - 1600 CDT

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

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

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

Make/Model - AIR TRACTOR AT301A	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 - 7500	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	KEWANEE, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	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 - NONE	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6500
SE LAND	Months Since - 6	Make/Model- 600
	Aircraft Type - 8KCAB	Instrument- 0
		Multi-Eng - 10
		Last 24 Hrs - 12
		Last 30 Days- 100
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION, THE PILOT EXPERIENCED A VIOLENT ENGINE VIBRATION. HE REDUCED POWER AND ATTEMPTED AN EMERGENCY LDG. ACFT NOSED OVER ON LANDING. THE PILOT EXITED AIRCRAFT THROUGH SIDE WINDOW. ACFT CAUGHT FIRE AND WAS DESTROYED. INVESTIGATION REVEALED APPROXIMATELY FOURTEEN INCHES OF PROPELLER BLADE WAS MISSING. METALLURGICAL EXAMINATION DETERMINED THE BLADE SEPARATION RESULTED FROM STRIKING AN OBJECT IN THE PAST WHICH RESULTED IN A CRACK THAT FINALLY SEPARATED.

Brief of Accident (Continued)

File No. - 1014

7/12/87

BADERVILLE,MO

A/C Reg. No. N3169N

Time (Lcl) - 1600 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - PREVIOUS DAMAGE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER  
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4 FIRE  
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1044

7/20/87

LILBOURN, MO

A/C Reg. No. N8911H

Time (Lcl) - 1930 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
ON GROUND

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

Make/Model - SCHWEIZER G-164A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4500  
No. of Seats - 1

Eng Make/Model - P & W R-1340-AN1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/006 KTS  
Visibility - 7.0 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  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3269  
Make/Model- 1890  
Instrument- 11  
Last 24 Hrs - 5  
Last 30 Days- 77  
Last 90 Days- 163

Instrument Rating(s) - NONE

-----Narrative-----

WHILE RETURNING FROM AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT'S ENGINE LOST POWER AND QUIT. THE PILOT MADE A FORCED LANDING IN A SOFT FIELD AND NOSED OVER. POST ACCIDENT INSPECTION REVEALED A CYLINDER WAS CRACKED. SEVERAL HOURS AFTER THE ACCIDENT, THE UNATTENDED AIRCRAFT CAUGHT FIRE AND WAS DESTROYED.



Brief of Accident (Continued)

File No. - 1044

7/20/87

LILBOURN,MO

A/C Reg. No. N8911H

Time (Lcl) - 1930 CDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      CRUISE

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

Occurrence #4      FIRE  
Phase of Operation      OTHER

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1013      7/22/87      COLUMBIA, MO

A/C Reg. No. N47354

Time (Lcl) - 1515 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 7.0 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

Airport Proximity  
ON AIRPORT

Airport Data

COTTON WOODS MEMORIAL  
Runway Ident - 29  
Runway Lth/Wid - 1690/ 75  
Runway Surface - GRASS/TURF  
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 26  
Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 719	Last 24 Hrs - 2
Make/Model- 355	Last 30 Days- UNK/NR
Instrument- 58	Last 90 Days- 146

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR AND THE STUDENT WERE MAKING A LANDING ON A SHORT GRASS RUNWAY. THE INSTRUCTOR STATED THEY LANDED FAST AND WERE NOT ABLE TO STOP. HE CONSIDERED A GO-AROUND BUT DECIDED SUFFICIENT RUNWAY DID NOT REMAIN TO PERFORM THE GO-AROUND. THE AIRPLANE DEPARTED THE END OF THE RUNWAY, CROSSED A DITCH AND STOPPED IN A ROAD.

Brief of Accident (Continued)

File No. - 1013

7/22/87

COLUMBIA,MO

A/C Reg. No. N47354

Time (Lcl) - 1515 CDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - DUAL STUDENT
2. AIRSPEED - EXCESSIVE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

4. TERRAIN CONDITION - DITCH

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1055

6/20/87

ELLISVILLE, MS

A/C Reg. No. N8446L

Time (Lcl) - 1145 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA 172I  
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 - 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- 280/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 2300 FT  
Lowest Ceiling - 2300 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

PURVIS  
Runway Ident - 18  
Runway Lth/Wid - 2100  
Runway Surface - GRASS/TURF  
Runway Status - ROUGH

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

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

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 24  
Aircraft Type - C-172C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 272  
Make/Model- 140  
Instrument- 5  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

BFR THE FLT, THE ARPT OWNER ADZD THE PLT NOT TO FLY, SINCE HE (THE PLT) APPEARED TO BE INTOXICATED. THE PLT "SAID OK & LEFT," BUT RETURNED APRX 1 HR LATER. A WITNESS RPRTD THE PLT ATMTD TO TAKEOFF WITH FULL FLAPS. DRG THE TAKEOFF ROLL, THE ACFT DRIFTED OFF THE RWY, HIT SOME PLASTIC MARKERS, THEN REENTERED THE RWY & CONTD TAKING OFF. ACCORDING TO 2 WITNESSES, THE PLANE WAS IN A NOSE HI ATTITUDE WITH LOW SPEED AFTER LIFT-OFF & CONTD FLYING JUST ABOVE THE GROUND. SUBSEQUENTLY, IT ENTERED A LEFT BANK & CRASHED INTO TREES NEAR THE END OF THE RWY. AFTER THE ACDNT, THE FLAPS WERE FND FULLY EXTDD; THE PLT'S SEAT BELT WASN'T FASTENED & HE WAS SERIOUSLY INJURED. THE RGT FNT (PAX'S) SEAT WAS FND OFF THE SEAT TRACK; THE FNT SEAT STOPS FOR THAT SEAT HAD NOT BEEN INSTALLED. NO OTHER MECHANICAL PRBLM WAS FND. THE PLT STATED THAT HIS SEAT SLIPPED BACKWARD ON TAKEOFF & THE PAX GRABBED THE CTL WHEEL & PULLED BACK, CAUSING THE ACFT TO STALL. POH RCMDD A MAX OF 10 DEG FLAPS FOR TAKEOFF. A BLOOD SAMPLE TAKEN JUST AFTER THE ACDNT SHOWED THE PLT HAD AN ALCOHOL LVL OF 183 MG/DL (0.183%).

Brief of Accident (Continued)

File No. - 1055

6/20/87

ELLISVILLE,MS

A/C Reg. No. N8446L

Time (Lcl) - 1145 CDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. SEAT BELT - NOT USED - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. AIRCRAFT HANDLING - UNCONTROLLED -
9. REMEDIAL ACTION - ATTEMPTED - PASSENGER

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

Finding(s)

10. OBJECT - TREE(S)

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

Finding(s)

11. FUSELAGE,SEAT - LOOSE
12. MAINTENANCE,INSTALLATION - IMPROPER -

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

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

Factor(s) relating to this accident is/are finding(s) 4,5,6,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1057

7/20/87

GREENWOOD, MS

A/C Reg. No. N10AA

Time (Lcl) - 1530 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - SCHWEIZER G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P & W R-985-AN1

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 080/010 KTS

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

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 - 30

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM A 1,800 FT GRASS STRIP ON A 93 DEGREE F DAY, THE ACFT, LOADED WITH 1,500 POUNDS OF CHEMICAL, BEGAN TO SETTLE. IT THEN TOUCHED DOWN IN A FIELD, NOSED OVER & CAME TO REST INVERTED. THE PLT STATED THERE WAS NO ENG FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1057

7/20/87

GREENWOOD, MS

A/C Reg. No. N10AA

Time (Lcl) - 1530 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - OPEN FIELD
  2. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1079      5/30/87      WOLF POINT, MT      A/C Reg. No. N9128D      Time (Lc1) - 1600 MDT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	HANKS GRASS STRIP
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 619
SE LAND	Months Since - 12	Make/Model- 578
	Aircraft Type - PA-18	Instrument- 3
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ON APPROACH TO HIS PRIVATE STRIP AT APPROXIAMTELY 25 FEET AGL WHEN THE AIRCRAFT STALLED. THE AIRCRAFT DROPPED ONTO THE RUNWAY, THE PILOT ADDED FULL POWER ATTEMPTING TO RECOVER, THE LEFT WING DIPPED AND STRUCK THE GROUND.



Brief of Accident (Continued)

File No. - 1079

5/30/87

WOLF POINT, MT

A/C Reg. No. N9128D

Time (Lcl) - 1600 MDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

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

Occurrence #2        DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
- 

----Probable Cause----

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

Brief of Accident

File No. - 1015      6/08/87      FRANKLIN, NC      A/C Reg. No. N3923R      Time (Lcl) - 0750 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire - NONE

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

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

Make/Model - PIPER PA-28-180  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2175  
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A4A  
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- 330/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- FOG  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
BLAIRSVILLE, GA  
Destination  
ASHEVILLE, NC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - GRASS/TURF  
Runway Status - WET

ATC/Airspace

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

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

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - BC12D1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 535  
Make/Model- 131  
Instrument- 137  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A 17 INCH PORTION OF ONE OF THE PROP BLADES FRACTURED AND SEPARATED FROM THE 76 INCH DIA PROP WHILE THE ACFT WAS AT CRUISE. DURING THE FORCED LANDING THE ACFT STRUCK A FENCE POST. EXAMINATION OF THE PROP REVEALED THE PRESENCE OF FILIFORM CORROSION ACROSS THE BACKS OF BOTH BLADES. METALLURGICAL ANALYSIS OF THE FRACTURE SURFACE REVEALED THAT THE FRACTURE ORIGINATED AT A CORROSION PIT ON THE BLADE BACK. TOTAL TIME OF THE PROP WAS 2225 HRS, THE PROP WAS RECONDITIONED BY THE MFR 1241 HRS PRIOR TO THE ACCIDENT. THE MFR RECOMMENDS THAT THIS MODEL PROP BE RECONDITIONED EVERY 1000 HRS. THE ORIGINAL RECONDITIONING PROCEDURE SPECIFIED ANODIZING THE PROP AND PAINTING WITH LAQUER AFTER REPAIR. EXAMINATION OF THE PROP INDICATES THAT THIS WAS DONE. THE MFR HAS SINCE REVISED THE RECONDITIONING PROCEDURE TO USE A CHEMICAL CONVERSION COATING INSTEAD. THE MFR SPECIFIES THAT THE PROP BE FREQUENTLY WIPED WITH AN OILY RAG BETWEEN RECONDITIONINGS TO ASSIST IN CORROSION PREVENTION.

Brief of Accident (Continued)

File No. - 1015

6/08/87

FRANKLIN, NC

A/C Reg. No. N3923R

Time (Lcl) - 0750 EDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - CORRODED
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
3. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
4. MAINTENANCE, OVERHAUL - INADEQUATE - MANUFACTURER
5. PROCEDURE INADEQUATE - MANUFACTURER

Occurrence #2 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - FENCE

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1090

6/19/87

MARION, NC

A/C Reg. No. N52575

Time (Lcl) - 1625 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire - NONE

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

-----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/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- VARIABLE  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3000 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 - NONE  
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity  
ON AIRPORT

Airport Data

SHIFLET FIELD  
Runway Ident - 10  
Runway Lth/Wid - 3340/ 180  
Runway Surface - GRASS/TURF  
Runway Status - WET

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

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

Age - 33  
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 - 41  
Make/Model- 22  
Instrument- 1  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT OVERRAN THE RWY END WHILE THE STUDENT PLT WAS ATTEMPTING A NO-FLAP LDG. THE ACFT IMPACTED A BERM AT THE END OF THE RWY AND SUBSEQUENTLY CAME TO REST IN A CREEK. THE STUDENT PLT REPORTED THAT THE ACFT HAD INITIALLY TOUCHED DOWN ABOUT MID-FIELD ON THE TURF RWY, AND THAT THE AIRSPEED WAS ABOUT 75 KTS (NORMAL FINAL APPROACH SPEED IS 65 KTS). THE ACFT "BALLOONED" AFTER TOUCHDOWN, AND THE PILOT ATTEMPTED TO REDUCE THE AIRSPEED BY LOWERING THE FLAPS 10 DEGREES. HE APPLIED FULL BRAKING AFTER THE ACFT TOUCHED DOWN AGAIN, BUT WAS UNABLE TO PREVENT THE ACFT FROM RUNNING OFF THE END OF THE RWY. HE NOTED THAT THE RWY WAS "DAMP" AT THE TIME. HE HAD MADE SEVERAL SUCCESSFUL FULL-STOP LDGS ON THIS RWY SHORTLY BEFORE THE ACCIDENT. THE STUDENT PILOT HAD ABOUT 6 HOURS TOTAL SOLO TIME, ALL OF WHICH WAS ACQUIRED IN THIS MODEL ACFT.

Brief of Accident (Continued)

File No. - 1090

6/19/87

MARION, NC

A/C Reg. No. N52575

Time (Lcl) - 1625 EDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. LOWERING OF FLAPS - IMPROPER USE OF - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1167

7/02/87

LIBERTY, NC

A/C Reg. No. N9385C

Time (Lcl) - 2200 EDT

-----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  
SUBSTANTIAL  
Fire NONE

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	4

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

Make/Model - PIPER PA-32RT-300  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD  
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 - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 200/007 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 7000 FT  
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  
NO.MYRTLE BEACH, SC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CAUSEY  
Runway Ident - 20  
Runway Lth/Wid - 3000/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 32

Biennial Flight Review

Current - NO  
Months Since - 28  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	618	Last 24 Hrs -	0
Make/Model-	97	Last 30 Days-	UNK/NR	
Instrument-	283	Last 90 Days-	15	
Multi-Eng -	13			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BFR DEPARTING ON A NGT FLT, THE ACFT WAS LOADED UNTIL IT WAS AT OR NEAR ITS MAX GROSS WT LIMIT. THE PLT STATED THAT AS HE WAS TAKING OFF ON A 3000' RWY, THE ENG "COUGHED" AFTER THE ACFT HAD ACCELERATED TO ABOUT THE ROTATION SPEED & WAS APRX 3/4 OF THE WAY DOWN THE RWY. HE ELECTED TO ABORT THE TAKEOFF, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. BFR STOPPING, THE ACFT WENT DOWN AN EMBANKMENT & THE NOSE GEAR COLLAPSED. AN EXAM & AN OPNL CHECK OF THE ENG REVEALED NO PRE-ACDNT PART FAILURE OR MALFUNCTION, EXCEPT FOR A RICH IDLE MIXTURE. ABOUT 19 MI NW AT GREENSBORO, NC, THE WX WAS: 7000 FT BRKN, 15 MI VIS, WIND FROM 200 DEG AT 7 KTS, TEMP 74, DEW POINT 70, ALTIMETER SETTING 30.03" HG. ACCORDING TO THE ACFT OPERATOR'S MANUAL, 840' OF PAVED RWY WOULD HAVE BEEN REQUIRED TO STOP. SKID MARKS WERE FOUND ON THE LAST 500' OF THE RWY & ACROSS 250' OF SOD BEFORE THE ACFT WENT OFF THE EMBANKMENT.

Brief of Accident (Continued)

File No. - 1167

7/02/87

LIBERTY, NC

A/C Reg. No. N9385C

Time (Lcl) - 2200 EDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. UNDETERMINED

Occurrence #2      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

2. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      NOSE GEAR COLLAPSED  
Phase of Operation      TAKEOFF - ABORTED

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1096      7/05/87      MT. AIRY, NC      A/C Reg. No. N930BG      Time (Lcl) - 1456 EDT

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

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

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

Make/Model - BURKHART GROB G-103A	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - HULL	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1279	Engine Type - N/A		
No. of Seats - 2	Rated Power - N/A		

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

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	LOCAL	MT. AIRY-SURRAY COUNTY
Wind Dir/Speed- 330/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3347
SE LAND	Months Since - 17	Make/Model- 118
GLIDER	Aircraft Type - UNK/NR	Instrument- 52
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 132
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR STATED THIS WAS THE SECOND FLIGHT OF THE DAY WITH THE STUDENT. THEY HAD RELEASED FROM AN AIR TOW AT 1,500 FEET AGL. THE INSTRUCTOR WAS DEMONSTRATING GLIDE SLOPE CONTROL FOR BEST FINAL GLIDE. WHEN THE SAILPLANE WAS ABOUT 1,000 FEET AGL AND ONE MILE NW OF THE AIRPORT HE TURNED TOWARD THE RUNWAY AND NOTED A SINK RATE OF ABOUT 8 KNOTS. HE INCREASED SPEED AND THE SINK RATE WENT TO 10 KNOTS. THESE SINK RATES TRANSLATE TO ABOUT 810 AND 1013 FEET PER MINUTE, RESPECTIVELY. THIS WOULD HAVE PERMITTED THE SAILPLANE TO COVER A MAXIMUM DISTANCE OF 1 1/2 MILES. TWO SETS OF POWERLINES AND A CHAIN LINK FENCE WERE BETWEEN THE SAILPLANE AND THE RUNWAY. THE AIRCRAFT COLLIDED WITH THE FENCE.



Brief of Accident (Continued)

File No. - 1096

7/05/87

MT. AIRY, NC

A/C Reg. No. N930BG

Time (Lcl) - 1456 EDT

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Occurrence #1       UNDERSHOOT  
Phase of Operation   APPROACH

Finding(s)

1. DESCENT - MISJUDGED - PILOT IN COMMAND(CFI)
  2. WIND INFORMATION - MISJUDGED - PILOT IN COMMAND(CFI)
- 

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1041

7/14/87

RALEIGH, NC

A/C Reg. No. N80929

Time (Lcl) - 0847 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
NONE

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

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

Make/Model - CESSNA 172M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2300  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 250/004 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 9000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
CHARLOTTE, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

RALEIGH-DURHAM  
Runway Ident - 23R  
Runway Lth/Wid - 10000/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43  
Biennial Flight Review  
Current - YES  
Months Since - 22  
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1200	Last 24 Hrs - UNK/NR
Make/Model- 650	Last 30 Days- UNK/NR
Instrument- 150	Last 90 Days- 30
Multi-Eng - 200	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS VECTORED FOR LANDING ON RUNWAY 23R BEHIND A BOEING 727. THE APPROACH CONTROLLER ADVISED THE PILOT THAT HE COULD LAND ON 23L IF HE PREFERRED BUT THE PILOT ELECTED TO CONTINUE WITH THE APPROACH TO 23R. THE TOWER CONTROLLER CLEARED THE FLIGHT TO LAND ON 23R AND ISSUED THE REMINDER "CAUTION WAKE TURBULENCE". THE FLIGHT ENCOUNTERED WAKE TURBULENCE WHEN OVER THE RUNWAY IN THE LANDING CONFIGURATION AND THE AIRCRAFT WAS FLIPPED INVERTED BEFORE IT CRASHED. SURFACE WINDS WERE FROM 250 DEGREES AT 4 KNOTS VELOCITY.

Brief of Accident (Continued)

File No. - 1041

7/14/87

RALEIGH, NC

A/C Reg. No. N80929

Time (Lc1) - 0847 EDT

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Occurrence #1            VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

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

Finding(s)

3. PROPER TOUCHDOWN POINT - NOT SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1122

8/22/87

MT AIRY, NC

A/C Reg. No. N3463Y

Time (Lcl) - 2020 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

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

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

Make/Model - CESSNA A185F  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 310Q  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 210/008 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 25000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
FAYETTEVILLE, NC  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MOUNT AIRY-SURRY COUNTY  
Runway Ident - 18  
Runway Lth/Wid - 3500/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 37

Biennial Flight Review

Current - YES  
Months Since - 2  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2017	Last 24 Hrs	- 2
Make/Model-	23	Last 30 Days-	UNK/NR
Instrument-	400	Last 90 Days-	25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER CESSNA 185, N3462Y, ENTERED THE TRAFFIC PATTERN FOR RWY 18, THE UNICOM OPERATOR WARNED THE PLT OF ANOTHER ACFT IN THE PATTERN. THE OTHER ACFT WAS A MOONEY MITE, N4129. THE CESSNA PLT CONTD HIS APCH, BUT DIDN'T SEE THE MOONEY MITE UNTIL AFTER THE CESSNA TOUCHED DOWN. WHEN THE CESSNA PLT LOWERED HIS NOSE IN A WHEEL LNDG, HE SAW THE OTHER ACFT COMING FROM THE OPPOSITE DRCTN. THE MOONEY MITE PLT SAID HE WAS ON THE 1ST 1/3 OF RWY 36 WHEN HE SAW THE CESSNA ON THE 1ST 1/3 OF RWY 18. BOTH PLTS STEERED TO THE RIGHT. AS THE CESSNA WENT OFF THE RWY, THE PLT WAS APPLYING FULL BRAKES. HE SAID THE ACFT "MIRED DOWN IN THE GRASS" & FLIPPED OVER. THE MOONEY MITE DID NOT HAVE AN ELECTRICAL SYSTEM (NO RADIO OR LGTS). THE SUN HAD JUST SET & THE RWY LGTS WERE ON. ACCORDING TO THE MOONEY MITE PLT, THERE WAS STILL "GOOD LIGHT" & THE VISIBILITY WAS GOOD. THE CESSNA PLT RPRTD THE WIND WAS CALM.

Brief of Accident (Continued)

File No. - 1122

8/22/87

MT AIRY, NC

A/C Reg. No. N3463Y

Time (Lc1) - 2020 EDT

Occurrence #1 NEAR COLLISION BETWEEN AIRCRAFT  
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
2. RADIO COMMUNICATIONS - NOT POSSIBLE - PILOT OF OTHER AIRCRAFT
3. LIGHT CONDITION - DUSK
4. VISUAL LOOKOUT - REDUCED -

Occurrence #2 NOSE OVER  
Phase of Operation LANDING

Finding(s)

5. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
6. TERRAIN CONDITION - SOFT
7. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

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

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

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. - 1023

5/02/87

MANDAN,ND

A/C Reg. No. N75546

Time (Lcl) - 1530 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	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 - BOEING A75N1  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 2717  
No. of Seats - 2

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

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

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

Weather Data

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

Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - 3500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DICKINSON,ND  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MANDAN  
Runway Ident - 33  
Runway Lth/Wid - 2436/ 45  
Runway Surface - GRASS/TURF  
Runway Status - DRY

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

Pilot-In-Command

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

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

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

Total	- 2300	Last 24 Hrs -	5
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	12

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS SON WERE FERRYING A RECENTLY PURCHASED BOEING STEARMAN TO THEIR HOME IN OHIO. DURING LANDING ROLL, AT AN EN ROUTE STOP, A GUST OF WIND LIFTED THE TAIL SECTION AND THE ACFT GROUNDLOOPE. THE LEFT WING STRUCK THE RUNWAY AND THE ACFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1023

5/02/87

MANDAN,ND

A/C Reg. No. N75546

Time (Lc1) - 1530 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1078

6/01/87

GARRISON,ND

A/C Reg. No. N72415

Time (Lcl) - 1130 CDT

-----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 -OTHER WORK USE

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

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

Make/Model - CESSNA TU206D  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 270/020 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  
BISMARCK,ND  
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 - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL  
SE LAND,ME LAND

Age - 27

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - C-172

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

Total - 2290	Last 24 Hrs - 7
Make/Model- 955	Last 30 Days- UNK/NR
Instrument- 100	Last 90 Days- 118
Multi-Eng - 15	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT AND A PHOTOGRAPHER WERE PHOTO-MAPPING AT 3,000 FEET MSL. THE PLT REPORTED THAT THE ENGINE QUIT AT CRUISE. THE PLT SELECTED A GRAVEL ROAD FOR THE FORCED LANDING. THE AIRCRAFT LANDED SHORT OF THE INTENDED TOUCHDOWN POINT IN A PLOWED FIELD AND ON TOUCHDOWN THE NOSE WHEEL "DUG IN" AND THE AIRCRAFT NOSED OVER. A POST-ACCIDENT INSPECTION REVEALED THE NUMBER ONE ENGINE CYLINDER HAD A CATASTROPHIC CRACK NEAR THE TOP OF THE CYLINDER.



Brief of Accident (Continued)

File No. - 1078

6/01/87

GARRISON,ND

A/C Reg. No. N72415

Time (Lc1) - 1130 CDT

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

Finding(s)

1. ENGINE ASSEMBLY,CYLINDER - CRACKED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

2. PROPER GLIDEPATH - NOT ATTAINED - PILOT IN COMMAND
  3. TERRAIN CONDITION - SOFT
  4. TERRAIN CONDITION - UPHILL
- 

-----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. - 1118

6/09/87

GRAFTON,ND

A/C Reg. No. N8286

Time (Lcl) - 0710 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire  
NONE

Crew  
Pass

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

Make/Model - HILLER UH-12E

Landing Gear - SKID

Max Gross Wt - 2750

No. of Seats - 4

Eng Make/Model - LYCOMING VO-540-B1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/003 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

PARK RIVER,ND

Destination

GRAFTON,ND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND,SE SEA

HELICOPTER

Age - 55

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13000

Make/Model- 1040

Instrument- 410

Multi-Eng - 1515

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 50

Rotorcraft - 2250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS POSITIONING THE HELICOPTER FOR AN AERIAL APPLICATION PROJECT. BEFORE TAKING OFF, HE CHECKED THE FUEL QUANTITY INDICATOR & ESTIMATED THERE WAS 30 MIN OF FUEL ON BOARD. THE PROPOSED FLT WAS ESTIMATED TO TAKE 10 MIN. DURING FLT, THE ENG LOST POWER & THE PLT MADE AN AUTOROTATION WHICH TERMINATED IN A HARD LANDING. A POST ACNT EXAM REVEALED THE FUEL TANK WAS EMPTY & THE FUEL GAGE TEST SWITCH WAS DEFECTIVE. RPRTDLY, THE DEFECTIVE SWITCH WOULD RESULT IN AN INACCURATE FUEL QUANTITY INDICATION. NO OTHER PRE-ACDNT FAILURE OR DEFICIENCY WAS FOUND.

Brief of Accident (Continued)

File No. - 1118

6/09/87

GRAFTON,ND

A/C Reg. No. N8286

Time (Lc1) - 0710 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  2. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - FALSE INDICATION
  3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
  4. FLUID,FUEL - EXHAUSTION
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

6. FLARE - IMPROPER - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1117      6/14/87      DRISCOLL,ND      A/C Reg. No. N57773      Time (Lcl) - 0645 CDT

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

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

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

Make/Model - PIPER PA-36-285	Eng Make/Model - CONTINENTAL TIARA 6-285	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	DEVILS LAKE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 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 - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1700
SE LAND	Months Since - 14	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 175
		Instrument- 150
		Last 30 Days- UNK/NR
		Last 90 Days- 140
		Multi-Eng - 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD HE LOST DIRECTIONAL CONTROL AS HE WAS LNDG ON A PAVED SECTION OF OLD HIGHWAY TO LOAD CHEMICALS. THE ACFT SWERVED & WENT INTO A DITCH. THE LEFT MAIN GEAR COLLAPSED & THE ACFT CAME TO REST BACK ON THE ROADWAY, WHERE IT WAS DESTROYED BY A POST-ACDNT FIRE.

Brief of Accident (Continued)

File No. - 1117

6/14/87

DRISCOLL,ND

A/C Reg. No. N57773

Time (Lcl) - 0645 CDT

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

5. LANDING GEAR,MAIN GEAR - OVERLOAD

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1106

8/04/87

VALLEY CITY,ND

A/C Reg. No. N3530Q

Time (Lcl) - 1100 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-LANDING				

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

Fire  
NONE

Crew  
Pass

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

Make/Model - CESSNA 188  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 4000  
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO-520  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DAZEY,ND  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 42  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - L-16

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

Total	- 4000	Last 24 Hrs	- 6
Make/Model	- 500	Last 30 Days	- 100
Instrument	- UNK/NR	Last 90 Days	- 200
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THE ENG LOST PWR DRG A SWATH RUN & THE ACFT WAS DMGD DRG A FORCED LNDG IN A FIELD OF MATURE SUNFLOWERS. AN EXAM OF THE ACFT REVEALED THAT BOTH FUEL TANKS & THE GASCOLATER CONTAINED FUEL. SUBSEQUENTLY, THE ENG WAS STARTED AT THE ACDNT SITE & IT RAN NORMALLY TO 1000 RPM, BUT WAS NOT OPERATED AT A HIGHER RPM DUE TO A BENT PROP. THE OWNER-OPERATOR RPRTD THAT ON PREVIOUS OCCASIONS, FUEL FED FROM THE LEFT FUEL TANK FASTER THAN FROM THE RIGHT, WHEN THE FUEL SELECTOR WAS IN THE ON POSITION. ALSO, HE RPRTD THAT ON PREVIOUS OCCASIONS, THE BLADDER LINERS OF THE FUEL TANKS WERE FOUND TO BE UNSNAPPED & APPEARED TO HAVE COLLAPSED; BUT RPRTDLY, NO ACTION WAS TAKEN OTHER THAN TO REATTACH THE BLADDERS.

Brief of Accident (Continued)

File No. - 1106

8/04/87

VALLEY CITY,ND

A/C Reg. No. N3530Q

Time (Lc1) - 1100 CDT

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

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(PARTIAL)
2. MAINTENANCE - INADEQUATE -
3. FLUID,FUEL - STARVATION

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 - CROP

----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. - 1113      8/26/87      DEVILS LAKE,ND      A/C Reg. No. N11024      Time (Lcl) - 1140 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

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

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

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

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

Weather Data  
Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      - 1000 FT SCATTERED  
Lowest Ceiling      - 5000 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary  
Last Departure Point  
WEBSTER,ND  
Destination  
LOCAL  
ATC/Airspace  
Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

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

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

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

Age - 26  
Biennial Flight Review  
Current      - YES  
Months Since      - 10  
Aircraft Type      - UNK/NR

Medical Certificate - EXPIRED  
Flight Time (Hours)  
Total      - 208  
Make/Model- 15  
Instrument- 14  
Last 24 Hrs - 2  
Last 30 Days- UNK/NR  
Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS OBSERVED FLYING AT LOW ALTITUDE AND CIRCLING A FARM THAT BELONGED TO THE PLT'S SISTER. AFTER MAKING TWO PASSES BY THE FARM, THE ACFT CRASHED IN A CORN FIELD. THE PLT SAID HE WAS LOOKING FOR A FIELD IN WHICH TO LAND, AND ON THE 2ND PASS, THE ACFT ENCTRD "WING TIP VORTICES" FROM THE PREVIOUS PASS. HE ESTD THE AIRSPEED AT THAT TIME WAS APRX 75 TO 80 MPH AND THE ACFT WAS IN ABOUT A 45 DEG BANK. ALSO, HE SAID THE LEFT WING DROPPED AND HE INITIATED STALL RECOVERY PROCEDURES, BUT THE ACFT HIT THE GROUND BEFORE A FULL RECOVERY WAS MADE. ADDITIONALLY, HE STATED, "NATURE OF ACCIDENT WAS AN ACCELERATED TURNING STALL." THE PLT'S MED CERT WAS DATED 2/6/85.



Brief of Accident (Continued)

File No. - 1113

8/26/87

DEVILS LAKE,ND

A/C Reg. No. N11024

Time (Lcl) - 1140 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - PERFORMED - PILOT IN COMMAND
3. AIRSPEED - REDUCED -
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. MANEUVER - INITIATED - PILOT IN COMMAND
6. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1105      9/08/87      MINOT,ND      A/C Reg. No. N2238W      Time (Lcl) - 1530 CDT

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

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

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

Make/Model	- BELL 47G-4A	Eng Make/Model	- LYCOMING VO-540-B1B3	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	- 280 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	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 006 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- 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,CFI	Current - YES	Total - 16488
SE LAND,ME LAND	Months Since - 19	Make/Model- 1850
HELICOPTER	Aircraft Type - C-172	Instrument- 797
		Multi-Eng - 2158
		Last 24 Hrs - 5
		Last 30 Days- 87
		Last 90 Days- 265
		Rotorcraft - 8520

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE TOOK OFF FM A NRBY NURSE TRUCK, THE WIND WAS FM THE NE AT 5 TO 7 MPH. HE MADE AN OBSERVATION PASS ACROSS THE AREA TO BE TREATED, THEN BGN A DSCNDG RGT TURN TO MAKE A SWATH RUN IN THE OPPOSITE DRCTN. HE STATED HE WAS UNAWARE OF A WIND-SHIFT TO THE NW. SUBSEQUENTLY, THE HELICOPTER ENCOUNTERED WHAT THE PLT THOUGHT WAS WAKE TURBC FM THE OBSERVATION PASS. THE ACFT BGN TO SETTLE & THE PLT INCREASED THE COLLECTIVE IN AN EFFORT TO STOP THE DSCNT. THE PLT SAID THE "RECOVERY ENDED IN A DEEP CANYON APPROX 150 TO 200 FT DEEP. EMERGENCY TRIP DOOR SOLENOID TO RELEASE LOAD FAILED TO WORK. WAS ONLY ABLE TO SUSTAIN HOVER FOR APPROX 2 MIN BEFORE A/C SETTLED ON A 30 TO 40 (DEGREE) EMBANKMENT & SLID DOWN 40 FT TO TREES, TAIL FIRST." RPRTDLY THE DUMP VLV FAILED TO OPERATE DUE TO CORROSION FM CHEMICALS CARRIED ON THE PREVIOUS FLT.

Brief of Accident (Continued)

File No. - 1105

9/08/87

MINOT,ND

A/C Reg. No. N2238W

Time (Lc1) - 1530 CDT

-----  
Occurrence #1            VORTEX TURBULENCE ENCOUNTERED  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. WEATHER CONDITION - UNFAVORABLE WIND
- 

Occurrence #2            ALTITUDE DEVIATION,UNCONTROLLED  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
  4. WEATHER CONDITION - DOWNDRAFT
  5. SPRAY/DUSTING EQUIPMENT - CORRODED
  6. LOAD JETTISON - NOT POSSIBLE -
  7. DESCENT - NOT CORRECTED -
- 

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

Finding(s)

8. TERRAIN CONDITION - DOWNHILL
- 

Occurrence #4            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      OTHER

Finding(s)

9. OBJECT - TREE(S)
- 

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

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

Factor(s) relating to this accident is/are finding(s) 3,4,5,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1043      7/15/87      ADAMS,NE      A/C Reg. No. N8097S      Time (Lcl) - 1700 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	0

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

Make/Model      - PIPER PA-28-181  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2550  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4M  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/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      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BEATRICE,NE  
Destination  
PANAMA,NE

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KORVER  
Runway Ident      - 17  
Runway Lth/Wid      - 5000/ 11  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 38  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 96  
Make/Model- 9  
Instrument- 2  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 44

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A NORMAL APPROACH AND LANDING ON A PRIVATE SOD STRIP, THE PILOT STATED THE AIRCRAFT SWERVED TO THE LEFT OF THE RUNWAY TO AN ADJOINING PLOWED FIELD. THE AIRCRAFT STRUCK A LARGE HAY BALE FOLLOWED BY A LARGE MOUND OF DIRT. POST ACCIDENT INVESTIGATION REVEALED THE NOSE WHEEL TIRE WAS FLAT.

Brief of Accident (Continued)

File No. - 1043

7/15/87

ADAMS,NE

A/C Reg. No. N8097S

Time (Lcl) - 1700 CDT

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

Finding(s)

1. LANDING GEAR,TIRE - NO PRESSURE

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

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. OBJECT - OTHER

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1042      7/28/87      FAIRFIELD, NE      A/C Reg. No. N2833J      Time (Lcl) - 1900 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
					None
					1
					0

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

Make/Model      - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520D	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt      - 4200	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 1	Rated Power      - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing      - NO RECORD OF BRIEFING</p> <p>Method           - N/A</p> <p>Completeness    - N/A</p> <p>Basic Weather    - VMC</p> <p>Wind Dir/Speed- 170/008 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance    - NONE</p> <p>Type Apch/Lndg      - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FRAGER</p> <p>Runway Ident        - 17</p> <p>Runway Lth/Wid     - 3550/    11</p> <p>Runway Surface      - DIRT</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>Age - 45</p> <p>Biennial Flight Review</p> <p>Current            - YES</p> <p>Months Since      - 5</p> <p>Aircraft Type      - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total            - 4965</p> <p>Make/Model-      2194</p> <p>Instrument-        0</p> <p>Last 24 Hrs - 10</p> <p>Last 30 Days- 40</p> <p>Last 90 Days- 60</p>
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF FOR AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT BEGAN TO SETTLE. THE LEFT WING STRUCK THE GROUND AND THE AIRCRAFT TURNED 180 DEGREES. TEMPERATURE WAS 95 DEGREES F AND DENSITY ALTITUDE 4000 FEET. THE PILOT STATED HE "COULD HAVE DUMPED SOME OF THE LOAD SO THE AIRCRAFT COULD HAVE FLOWN OUT."

Brief of Accident (Continued)

File No. - 1042

7/28/87

FAIRFIELD, NE

A/C Reg. No. N2833J

Time (Lc1) - 1900 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF

Finding(s)

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. AIRCRAFT PREFLIGHT - 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) 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. - 1172      2/22/87      COLEBROOK, NH      A/C Reg. No. N3967R      Time (Lcl) - 1300 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	1	0
			0	0	2	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360-A4A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	BERLIN, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLEBROOK
Wind Dir/Speed- VARIABLE/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - ICE COVERED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 7	Make/Model- 20
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER ARRIVING, THE WIND SHIFTED TO THE NE, BUT HE ELECTED TO LAND ON RWY 21 "BECAUSE OF A FROST HEAVE." SUBSEQUENTLY, HE LANDED LONG TO AVOID THE FROST HEAVE, BUT WAS UNABLE TO STOP ON THE ICY RWY. THE ACFT CONTD OFF THE DEPARTURE END & RAN INTO A SNOWBANK & DITCH. IN RETROSPECT, THE PLT BELIEVED HE SHOULD HAVE MADE A GO-AROUND & LANDED INTO THE WIND.



Brief of Accident (Continued)

File No. - 1172

2/22/87

COLEBROOK,NH

A/C Reg. No. N3967R

Time (Lcl) - 1300 EST

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT USED - PILOT IN COMMAND
3. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ICY
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2            ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
6. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1110      2/05/87      WILDWOOD,NJ      A/C Reg. No. N97202      Time (Lcl) - 1230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108	Eng Make/Model - FRANKLIN 6A4-150-B3	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
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	ON AIRSTRIP
Method - N/A	READINGTON,NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CAPE MAY
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4998/ 150
Lowest Sky/Clouds - CLEAR	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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 487
SE LAND	Months Since - 11	Make/Model- 283
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT PRIOR TO TAKEOFF, HE TAXIED THRU SVRL PUDDLES OF WATER FROM MELTING SNOW. THE TEMP AT THAT TIME WAS RPRTD AS 25 DEG. HE RPRTD THAT WHEN HE LANDED AT WILDWOOD, THE WIND WAS FROM 290 DEG AT 15 GUSTING 20 KTS & THE TEMP WAS 30 DEG. HE SAID THAT WHEN HE LANDED, THE TAIL & RGT MAIN GEAR TOUCHED DOWN 1ST, SINCE HE CORRECTED FOR A SLIGHT X-WIND, BUT WHEN THE LEFT MAIN GEAR TOUCHED DOWN, IT SEEMED TO BE LOCKED. SUBSEQUENTLY, THE ACFT FLIPPED OVER AS IT SLOWED DOWN. WHEN THE LEFT MAIN GEAR WAS CHECKED, IMMEDIATELY AFTER THE ACDNT, THE WHEEL WOULD NOT ROTATE. HOWEVER, ABOUT 1 HR LATER, IT WOULD ROTATE. THE PLT RPRTD THAT WHEN THE ACFT WAS TURNED RIGHT SIDE UP, ABOUT 1/2 CUP OF WATER RAN OUT OF THE WHEEL COVER.

Brief of Accident (Continued)

File No. - 1110

2/05/87

WILDWOOD,NJ

A/C Reg. No. N97202

Time (Lcl) - 1230 EST

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Occurrence #1 NOSE OVER

Phase of Operation LANDING - ROLL

Finding(s)

1. AIRPORT FACILITIES,TAXIWAY CONDITION - WET
  2. WEATHER CONDITION - TEMPERATURE EXTREMES
  3. LANDING GEAR,WHEEL - FROZEN
- 

-----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. - 1183

2/07/87

CALDWELL, NJ

A/C Reg. No. N4792D

Time (Lcl) - 1047 EST

-----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

Fire  
NONE

Crew  
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 172

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES-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- VARIABLE

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

ESSEX COUNTY

Runway Ident - 22

Runway Lth/Wid - 4553/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 58

Make/Model- 51

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS 1ST SUPERVISED SOLO FLT. HE STATED THAT DRG A TOUCH-&-GO LNDG, HE CLEANED UP THE ACFT & APPLIED POWER, BUT AS THE SPEED INCREASED, THE NOSEWHEEL BEGAN TO SHIMMY & THE ACFT VEERED TO THE LEFT. THE STUDENT SAID HE SHUT-OFF THE POWER & APPLIED RGT RUDDER, BUT THE ACFT CONTD OFF THE RWY, HIT A SNOW BANK & NOSED OVER.

Brief of Accident (Continued)

File No. - 1183

2/07/87

CALDWELL, NJ

A/C Reg. No. N4792D

Time (Lcl) - 1047 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. TOUCH-AND-GO LANDING - INITIATED -
2. LANDING GEAR, NOSE GEAR - VIBRATION
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

Finding(s)

5. TERRAIN CONDITION - SNOWBANK

Occurrence #3      NOSE OVER  
Phase of Operation      OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1109      2/17/87      MANVILLE, NJ      A/C Reg. No. N63218      Time (Lcl) - 0800 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -AERIAL OBSERVATION	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	0

-----Aircraft Information-----

Make/Model      - CESSNA 150C	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES-UNK/NR
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-----

<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      - UNK/NR</p> <p>Lowest Ceiling      - UNK/NR</p> <p>Obstructions to Vision-      UNK/NR</p> <p>Precipitation      - UNK/NR</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination READINGTON, NJ</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 KUPPER</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>HELICOPTER</p>	<p>Age - 39</p> <p>Biennial Flight Review</p> <p>Current      - YES</p> <p>Months Since      - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 2079</p> <p>Make/Model- 1600</p> <p>Instrument- 62</p> <p>Multi-Eng - 12</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 50</p> <p>Rotorcraft - 211</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A REST STOP, THE PLT ATTEMPTED TO RESTART THE ENG, USING A NORMAL START PROCEDURE, BUT THE STARTER WOULD NOT ENGAGE. HE TRIED TO TURN OFF THE IGNITION SWITCH, BUT SAID THAT "POSSIBLY DUE TO THE FACT THAT I WAS WEARING HEAVY GLOVES, I FAILED TO SHUT THE MAG SWITCH OFF COMPLETELY." HE THEN GOT OUT OF THE ACFT WITH THE INTENTION OF MOVING THE PROP SO THAT THE STARTER WOULD ENGAGE. AS HE MOVED THE PROP "AN INCH OR TWO," THE ENG STARTED. SUBSEQUENTLY, THE ACFT STARTED MOVING & COLLIDED WITH TWO OTHER AIRPLANES BEFORE IT CAME TO REST.

Brief of Accident (Continued)

File No. - 1109

2/17/87

MANVILLE,NJ

A/C Reg. No. N63218

Time (Lcl) - 0800 EST

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ENGINE ACCESSORIES,ENGINE STARTER - ERRATIC
2. REMEDIAL ACTION - INITIATED - PILOT IN COMMAND
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
4. STARTING PROCEDURE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT  
Phase of Operation TAXI

Finding(s)

5. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1181

2/20/87

MARLBORO,NJ

A/C Reg. No. N8656P

Time (Lcl) - 1715 EST

-----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  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3200  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-E4A5  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 270/005 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
OLD BRIDGE,NJ  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity  
ON AIRPORT

Airport Data

MARLBORO  
Runway Ident - 27  
Runway Lth/Wid - 2170/ 40  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
ME LAND

Age - 46  
Biennial Flight Review  
Current - YES  
Months Since - 9  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2966  
Make/Model- 1358  
Instrument- 140  
Multi-Eng - 900  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 2

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE LNDG ON RWY 27, JUST BFR SUNSET, THE ACFT WAS RPRTD TO BE HIGH & FAST ON THE APCH. SUBSEQUENTLY, IT CONTD OFF THE END OF THE RWY & COLLIDED WITH TREES. THE PLT RPRTD HE WAS UNDER STRESS DUE TO RECENT DEATH OF HIS PARENTS & THE NECESSITY TO MOVE THE ACFT DUE TO THREATS OF HARM.



Brief of Accident (Continued)

File No. - 1181

2/20/87

MARLBORO,NJ

A/C Reg. No. N8656P

Time (Lcl) - 1715 EST

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. DISTANCE - MISJUDGED - PILOT IN COMMAND
  3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

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) 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. - 1195      2/27/87      CROSS KEYS, NJ      A/C Reg. No. N9821J      Time (Lcl) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew		0	0	0	0
Accident Occurred During	-LANDING	Pass		0	0	0	0
		NONE					

-----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	- 2150	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	LAUREL, DE		
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	CROSS KEYS	
Wind Dir/Speed	- VARIABLE/005 KTS		Runway Ident	- 09
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 3503/ 50
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 61	Last 24 Hrs - 0
	Months Since - N/A	Make/Model - 29	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 61

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG THE LNDG ROLL, HE GLANCED DOWN AT THE AIRSPEED INDCR, & AT THE SAME TIME, MUST HAVE RELAXED CONTROL OF THE ACFT. AT ABOUT THAT TIME, THE ACFT DRIFTED TO THE LEFT SIDE OF THE RWY, THE LEFT MAIN GEAR STRUCK A SNOWBANK & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1195

2/27/87

CROSS KEYS,NJ

A/C Reg. No. N9821J

Time (Lc1) - 1145 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. TERRAIN CONDITION - SNOWBANK
  3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1180

3/06/87

ROBBINSVILLE, NJ

A/C Reg. No. N94902

Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91				
Accident Occurred During	-LANDING				
		Crew			
		Pass			
		0	0	0	1
		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152

Eng Make/Model - LYCOMING O-235-N2C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 1670

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 108 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 7000 FT

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

Airport Proximity

ON AIRPORT

Airport Data

TRENTON-ROBBINSVILLE

Runway Ident - 29

Runway Lth/Wid - 4290/ 80

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 19

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 31 Last 24 Hrs - 0

Make/Model- 31 Last 30 Days- UNK/NR

Instrument- 2 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE STUDENT PLT WAS LNDG AFTER A LCL FLT, THE ACFT TOUCHED DOWN NOSE WHEEL 1ST, THEN BALLOONED & LNDD HARD. DRG THE OCCURRENCE, THE NOSE GEAR COLLAPSED & THE ACFT SLID ALONG THE RWY FOR ABOUT 100 YDS BFR COMING TO REST. AFTER THE ACDNT, THE STUDENT SAID HIS AIRSPEED WAS TOO FAST ON FINAL APCH.

Brief of Accident (Continued)

File No. - 1180

3/06/87

ROBBINSVILLE,NJ

A/C Reg. No. N94902

Time (Lcl) - 1500 EST

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. FLARE - IMPROPER - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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) 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. - 1080

5/09/87

TATUM, NM

A/C Reg. No. N9611C

Time (Lcl) - 1800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - NORTH AMERICAN T-28D  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 7400  
No. of Seats - 2

Eng Make/Model - WRIGHT R-1820-7613  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1450 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- VARIABLE  
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  
ROSWELL, NM  
Destination  
LOVINGTON, NM

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

Age - 45  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1574	Last 24 Hrs	-	UNK/NR
Make/Model	-	219	Last 30 Days	-	15
Instrument	-	152	Last 90 Days	-	61
Multi-Eng	-	935			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO FRIENDS OF THE PLT, THE ACFT LEFT ROSWELL, NEW MEXICO, WITH 2 PEOPLE ABOARD AFTER AN AIRSHOW WITH A DESTINATION OF LOVINGTON, NM. WITNESSES OBSERVED THE ACFT FLYING IN THE DISTANCE AND THEN OBSERVED A BIG CLOUD OF DUST RISING FROM THE GROUND. THE INVESTIGATION REVEALED THE ACFT IMPACTED THE GROUND AT HIGH SPEED AND WAS COMPLETELY DESTROYED. NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1080

5/09/87

TATUM,NM

A/C Reg. No. N9611C

Time (Lcl) - 1800 MDT

---

Occurrence #1      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. 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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1024      5/20/87      TAOS,NM      A/C Reg. No. N46231      Time (Lcl) - 1130 MDT

-----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 -APPROACH			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 172I	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TAOS MUNICIPAL
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5800/ 75
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	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 - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 489
SE LAND	Months Since - 1	Make/Model- 54
GLIDER	Aircraft Type - C-172I	Instrument- 12
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT AND HIS CFI RATED PAX WERE PRACTICING TOUCH AND GO LANDINGS AT THE LOCAL ARPT. DURING LANDING A WIND GUST PUSHED THE ACFT OFF THE RUNWAY CENTERLINE TO THE RIGHT. THE RUNWAY SHOULDER WAS SOFT, A GO-AROUND ATTEMPT WAS UNSUCCESSFUL AND THE ACFT NOSED OVER.



Brief of Accident (Continued)

File No. - 1024

5/20/87

TAOS,NM

A/C Reg. No. N46231

Time (Lc1) - 1130 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

5. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1082

6/24/87

RESERVE, NM

A/C Reg. No. N6060X

Time (Lcl) - 1640 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
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 - 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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 45.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 6000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
APACHE CREEK, NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

RESERVE  
Runway Ident - 06  
Runway Lth/Wid - 4800/ 50  
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 - 11  
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 314  
Last 24 Hrs - 1  
Make/Model- 174  
Last 30 Days- 42  
Instrument- 3  
Last 90 Days- 79

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FERRYING HIS ACFT FROM RESERVE AIRPORT, NM, TO JEWITT MESA AIRPORT, APACHE CREEK, NM. THERE WAS A MATURE THUNDERSTORM OVER THE NORTHERN MOUNTAIN RIDGE PRODUCING WHAT ONE WITNESS DESCRIBED AS WINDS "REALLY BLOWING HARD." SHE SAID SHE SAW THE ACFT CLIMB OVER THE TOPS OF THE TREES AND IT'S "WINGS WERE WOBBLING." ANOTHER WITNESS, DRIVING ON A HIGHWAY PARALLEL TO THE RWY, SAID HE PACED THE ACFT AS IT TOOK OFF ON RWY 06. HE SAID THE ACFT LIFTED OFF JUST BEYOND THE PARKING RAMP AND CLIMBED TO AN ESTIMATED 300 FT ALTITUDE. IT THEN BANKED TO THE LEFT, "ITS WINGS BECAME VERTICAL AND THEN ITS NOSE IMMEDIATELY DROPPED." POST-CRASH EXAM OF ACFT DISCLOSED NO EVIDENCE OF AIRFRAME, ENG, PROP, OR FLT CONTROL FAILURE/MALFUNCTION. POSTMORTEM EXAMINATION OF THE PLT DISCLOSED NO EVIDENCE OF INCAPACITATION OR IMPAIRMENT.

Brief of Accident (Continued)

File No. - 1082

6/24/87

RESERVE,NM

A/C Reg. No. N6060X

Time (Lc1) - 1640 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. STALL - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. WEATHER CONDITION - HIGH WIND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1156

7/28/87

CUBA, NM

A/C Reg. No. N1648T

Time (Lcl) - 1530 MDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-NEW MEXICO FLYING SERVICE	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 414	Eng Make/Model	- CONTINENTAL TS10-520-N	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- UNK/NR	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ALBUQUERQUE, NM	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed - 180/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
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)
ATP	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 2	Make/Model - 500
	Aircraft Type - C-414	Instrument - 500
		Multi-Eng - 3200
		Last 24 Hrs - 4
		Last 30 Days - UNK/NR
		Last 90 Days - 180

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS DISPATCHED TO THE CUBA, NM AREA TO PICK UP A CRITICALLY ILL PATIENT. THE STATE POLICE BLOCKED OFF A SECTION OF HIGHWAY FOR THE ACFT TO LAND ON. THE PLT LANDED ON THE HIGHWAY, BUT DRG THE LANDING ROLL, THE UNDERSIDE OF THE RGT WING STRUCK A ROAD MARKER POST. THE PLT BELIEVED THE DAMAGE WAS MINOR & CONTD THE MISSION. LATER, TWO FAA INSPECTORS EXAMINED THE ACFT. IN THEIR OPINION, A TWO INCH WIDE TEAR IN THE RGT AILERON CONSTITUTED SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1156

7/28/87

CUBA,NM

A/C Reg. No. N1648T

Time (Lc1) - 1530 MDT

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Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

1. 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) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1115      8/04/87      TAOS,NM      A/C Reg. No. N53811      Time (Lcl) - 1218 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	1
Accident Occurred During      -LANDING			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model      - BELLANCA 8KCAB	Eng Make/Model - LYCOMING IO-320-E1A	ELT Installed/Activated - UNK/NR
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1800	Engine Type      - RECIP-FUEL INJECTED	
No. of Seats      - 3	Rated Power      - 150 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- 170/010 KTS</p> <p>Visibility        - 50.0    SM</p> <p>Lowest Sky/Clouds - 5500 FT</p> <p>Lowest Ceiling    - 5500 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 FORT WORTH, TX</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - NONE</p> <p>Type Apch/Lndg      - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TAOS MUNI</p> <p>Runway Ident      - 22</p> <p>Runway Lth/Wid    - 5800/    75</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current           - YES</p> <p>Months Since      - 10</p> <p>Aircraft Type      - 8KCAB</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total             - 389</p> <p>Make/Model-        71</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON RWY 22 WITH A LEFT QUARTERING X-WIND. DRG THE LANDING, THE ACFT BOUNCED TWICE, THEN VEERED TO THE RIGHT & WENT OFF THE RWY. THE PLT APPLIED POWER & INITIATED A GO-AROUND. THE ACFT BECAME AIRBORNE, BUT ITS RIGHT WING STRUCK THE VERTICAL STABILIZER OF A CESSNA 340, THEN THE ACFT CARTWHEELED & SUBSEQUENTLY CAME TO REST IN AN INVERTED ATTITUDE. THE 1323 MDT WIND AT TAOS WAS FROM 170 DEG AT 10 GUSTING 15 KTS.

Brief of Accident (Continued)

File No. - 1115

8/04/87

TAOS,NM

A/C Reg. No. N53811

Time (Lc1) - 1218 MDT

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Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    LANDING - ABORTED

Finding(s)

6. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
  7. OBJECT - AIRCRAFT PARKED
- 

----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1157

8/04/87

AUSTIN, NV

A/C Reg. No. N8771U

Time (Lcl) - 0745 PDT

-----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	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - CLIMB

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1700  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
AUSTIN, NV  
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)  
PRIVATE  
SE LAND

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 70  
Make/Model- 64  
Instrument- 1  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS FLYING UP A CANYON WHEN HE REALIZED THE CANYON WAS CLOSING & HE HAD NO WAY OF TURNING AROUND. HE WAS UNABLE TO OUTCLIMB RISING TERRAIN. SUBSEQUENTLY, THE ACFT CRASHED INTO SEVERAL SMALL PINE TREES & WAS EXTENSIVELY DAMAGED. THE DENSITY ALT AT THE CRASH SITE WAS APRX 9800 FT.



Brief of Accident (Continued)

File No. - 1157

8/04/87

AUSTIN,NV

A/C Reg. No. N8771U

Time (Lcl) - 0745 PDT

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Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       CLIMB

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. TERRAIN CONDITION - BOX CANYON
  3. TERRAIN CONDITION - RISING
  4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  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

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1160

8/06/87

LAS VEGAS,NV

A/C Reg. No. N51358

Time (Lcl) - 1143 PDT

-----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 - APPROACH

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 150J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 140/008 KTS  
Visibility - 75.0 SM  
Lowest Sky/Clouds - 10000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALT LAKE CITY,UT  
Destination  
LAS VEGAS,NV

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

MCCARRAN  
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 - VFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 29  
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  
Make/Model- 79  
Instrument- 2  
Last 24 Hrs - 4  
Last 30 Days- 5  
Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT PLANNED A X-COUNTRY FLT FOR 3.6 HRS. AFTER 3.9 HRS OF FLT, FUEL EXHAUSTION OCCURRED AS THE ACFT WAS APCHG THE DESTN ARPT. THE PLT DECLARED AN EMERGENCY, BUT WAS UNABLE TO GLIDE TO THE ARPT. WITNESSES OBSERVED THE ACFT ON AN APCH TO A VACANT LOT WHEN IT COLLIDED WITH A POWER LINE, THEN IT NOSED OVER & IMPACTED THE TERRAIN IN A NR VERTICAL ATTITUDE. APRX 6 QTS OF FUEL WAS DRAINED FM THE FUEL SYSTEM. THE ACFT HAD A FUEL CAPACITY OF 26 GAL, OF WHICH, 22.5 GAL WAS USABLE. ACCORDING TO THE FLT MANUAL, THE ACFT HAD A CRUISE ENDURANCE OF 4.1 HRS AT 75% POWER WITH NO FUEL RESERVE.

Brief of Accident (Continued)

File No. - 1160

8/06/87

LAS VEGAS,NV

A/C Reg. No. N51358

Time (Lcl) - 1143 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. OBJECT - WIRE,TRANSMISSION
6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

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. - 1048

1/24/87

BABYLON, NY

A/C Reg. No. N9555Y

Time (Lcl) - 1602 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	3
Accident Occurred During	-LANDING				

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH 95-A55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 4880  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 5500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NO.MYRTLE BEACH, SC  
Destination  
FARMINGDALE, NY

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REPUBLIC  
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)

ATP  
SE LAND, ME LAND

Age - UNK/NR

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - L-1011

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 32200	Last 24 Hrs -	4
Make/Model-	1560	Last 30 Days-	UNK/NR
Instrument-	2500	Last 90 Days-	60
Multi-Eng -	30200		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH BARON HAD BEEN CRUISING AT ALTITUDE FOR APPROXIMATELY 2 HOURS WHEN IT STARTED A DESCENT WITH THE OAT WELL BELOW FREEZING. DURING THE DESCENT THE PILOT ATTEMPTED TO ADD POWER AND THERE WAS NO RESPONSE. THE PILOT TURNED ON THE BOOST PUMPS TO HIGH AND STILL THE FUEL PRESSURE GAUGE DID NOT RESPOND. THE PILOT MADE A FORCED LANDING ON A WIDE ROAD, THE AIRCRAFT CLIPPED A GUARD RAIL, SPUN AROUND AND WAS DESTROYED BY FIRE. THE PILOT AND THREE PASSENGERS ESCAPED UNINJURED. INVESTIGATION OF THE FUEL SYSTEM SHOWED WATER IN BOTH FUEL MANIFOLDS. A SMALL PIECE OF ICE WAS FOUND IN THE BOTTOM OF THE RIGHT FUEL STRAINER. THE PILOT STATED THAT HE DRAINED THE MAIN FUEL TANK DRAIN AND THE CROSSFEED DRAIN. THE AUXILIARY FUEL TANK DRAIN AND THE FUEL STRAINER DRAINS WERE NOT DRAINED.

Brief of Accident (Continued)

File No. - 1048

1/24/87

BABYLON, NY

A/C Reg. No. N9555Y

Time (Lc1) - 1602 EST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FUEL SYSTEM - ICE
2. FUEL SYSTEM, LINE - BLOCKED(TOTAL)
3. FUEL SYSTEM, STRAINER - BLOCKED(TOTAL)
4. AIRCRAFT PREFLIGHT - IMPROPER - 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 - FENCE

-----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. - 1177      5/20/87      MONROEVILLE, OH      A/C Reg. No. N818HJ      Time (Lcl) - 1115 EDT

-----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      -MANEUVERING			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 47G-2A	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      - 2450	Engine Type      - RECIPROCATING-CARBURETOR		
No. of Seats      - 2	Rated Power      - 240 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	WILLARD, OH	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	Runway Ident      - N/A
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Lth/Wid      - N/A
Visibility      - 3.000 SM	Type of Flight Plan      - NONE	Runway Surface      - N/A
Lowest Sky/Clouds      - UNK/NR	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - UNK/NR	Type Apch/Lndg      - NONE	
Obstructions to Vision- UNK/NR		
Precipitation      - UNK/NR		
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)
PRIVATE, COMMERCIAL	Current      - YES	Total      - 2226
SE LAND, ME LAND	Months Since      - 11	Last 24 Hrs      - 1
HELICOPTER	Aircraft Type      - 47G2	Make/Model- 1100
		Last 30 Days- UNK/NR
		Instrument- 59
		Last 90 Days- 15
		Multi-Eng      - 265
		Rotorcraft      - 1281

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE PLT WAS ON A NORMAL SPRAY RUN NEXT TO THE EDGE OF A FIELD WHEN HE MISJUDGED HIS CLEARANCE & THE MAIN ROTOR BLADES CONTACTED A TREE. THE HELICOPTER THEN CRASHED TO THE GROUND IN A WHEAT FIELD.

Brief of Accident (Continued)

File No. - 1177

5/20/87

MONROEVILLE, OH

A/C Reg. No. N818HJ

Time (Lcl) - 1115 EDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - TREE(S)

2. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1068      6/18/87      LONDON, OH      A/C Reg. No. N1029K      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

Crew  
Pass

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1200  
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 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- 070/004 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - 2500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

COLUMBUS, OH

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MADISON COUNTY

Runway Ident - 26

Runway Lth/Wid - 4000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 96

Make/Model- 48

Instrument- 8

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A PLANNED REFUELING STOP AT MADISON COUNTY AIRPORT. HE STATED HE MADE A NORMAL PATTERN ENTRY, APPROACH AND LANDING. DURING THE ROLL OUT THE AIRCRAFT GROUNDLOOPEO TO THE RIGHT AND DEPARTED THE RUNWAY. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.



Brief of Accident (Continued)

File No. - 1068

6/18/87

LONDON, OH

A/C Reg. No. N1029K

Time (Lc1) - 1500 EDT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

----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. - 1174      6/25/87      BOWLING GREEN, OH      A/C Reg. No. N38344      Time (Lcl) - 1920 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -INSTRUCTIONAL  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -MANEUVERING

Aircraft Damage  
DESTROYED  
Fire                        NONE

	Fatal	Serious	Minor	None
Crew	0	0	2	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model    - PIPER PA-28R-201T  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 3000  
No. of Seats   - 4

Eng Make/Model - CONTINENTAL TSIO-360-F  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- 160/008 KTS  
Visibility     - 5.0 SM  
Lowest Sky/Clouds - 4000 FT  
Lowest Ceiling - 4000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg       - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

WOOD CO.  
Runway Ident       - 24  
Runway Lth/Wid    - 2795/ 48  
Runway Surface    - ASPHALT  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 36  
Biennial Flight Review  
Current        - YES  
Months Since   - 16  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	2840
Make/Model-	205
Instrument-	135
Multi-Eng -	30
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	77

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) RPRTD HE PREFLIGHTED THE ACFT & TAXIED TO THE REFUELING AREA. WHILE THERE, HE WAS APCHD BY ANOTHER PLT WHO WANTED TO GO WITH HIM ON THIS FLT. THEY AGREED & THE CFI MOVED TO THE RGT SEAT. THEY COMMENCED THE START-UP, RUN-UP & TAKEOFF CHECKLIST. THE CFI RPRTD THAT AFTER CLIMBING ABOUT 150', THE ENG LOST POWER. A TURN WAS MADE AWAY FM BLDGS & HOMES FOR AN EMERG LNDG IN A FLD. JUST BFR REACHING THE FLD, THE RGT WING HIT THE TOP CROSS PIECE OF A TELEPHONE POLE, THEN THE ACFT CRASHED TO THE GND & WAS EXTENSIVELY DMGD. THE PLT RPRTD THAT JUST BFR IMPACT, THE ENG STARTED TO REGAIN POWER. AN EXAM OF THE ACFT REVEALED THERE WAS MOISTURE IN THE CYLINDERS. THE LEFT FUEL TANK CONTAINED FUEL WITH NO CONTAMINATION, BUT THE RGT TANK HAD RUPTURED & FUEL HAD SPILLED OUT. A CHECK OF THE RGT FUEL CAP REVEALED IT WOULD ALLOW WATER TO LEAK IN. THE BOLTS HOLDING THE CAP WERE TOO LONG & THE CAP COULD NOT BE ADJUSTED FOR A TIGHTER FIT. THE MIXTURE CTL CABLE HAD PULLED OUT OF A FITTING ON THE CARBURETOR, BUT IT SHOWED NO EVIDENCE OF SLIPPAGE BFR IMPACT.

Brief of Accident (Continued)

File No. - 1174

6/25/87

BOWLING GREEN, OH

A/C Reg. No. N38344

Time (Lc1) - 1920 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CAP - LOOSE
2. MAINTENANCE, INSTALLATION - IMPROPER - OTHER MAINTENANCE PSNL
3. FLUID, FUEL - WATER
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. OBJECT - UTILITY POLE

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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1100

7/03/87

SEBRING, OH

A/C Reg. No. N7659M

Time (Lcl) - 1940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	1	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 175  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2350  
No. of Seats - 4

Eng Make/Model - CONTINENTAL G0-300A  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed - 210/009 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 30000 FT THIN BKN  
Lowest Ceiling - NONE  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
ALLIANCE, OH  
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

TRI-CITY AIRPORT  
Runway Ident - 35  
Runway Lth/Wid - 2800/ 65  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 60

Biennial Flight Review

Current - YES  
Months Since - 9  
Aircraft Type - C-175

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	-	4000	Last 24 Hrs	-	1
Make/Model	-	40	Last 30 Days	-	UNK/NR
Instrument	-	10	Last 90 Days	-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PLT AND HIS TWO PAX HAD SPENT MOST OF THE DAY AT BARBER APT PREPARING FOR THE FIREMAN'S BBQ TO BE HELD LATER. IN LATE AFTERNOON, THEY DECIDED TO TAKE A FLT AROUND THE AREA. DURING THE FLT, IT WAS DECIDED TO LAND AT THE TRI-CITY APT. WITNESSES REPTD THAT THE ACFT LANDED DOWNWIND AND TOUCHED DOWN IN THE LAST 400 FT OF THE RWY. THE ACFT OVERRAN THE RWY AND CONTINUED OVER AN EMBANKMENT BEFORE COMING TO A STOP. THE PILOT STATED THAT HE WAS "HIGH, FAST AND HAD LANDED WITH TWO NOTCHES OF FLAPS." THE PLT HAD BEEN DENIED A MEDICAL CERTIFICATE IN 1983. THE PERSON IN THE RIGHT FRONT SEAT ALSO HAD A PVT PLT CERTIFICATE; HOWEVER, HIS LAST MEDICAL WAS DATED 09/13/82.

Brief of Accident (Continued)

File No. - 1100

7/03/87

SEBRING, OH

A/C Reg. No. N7659M

Time (Lcl) - 1940 EDT

Occurrence #1      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND

----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. - 1179      8/08/87      LANCASTER, OH      A/C Reg. No. N52LA      Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -AIRSHOW	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - ALLEN PITTS SPECIAL S-1	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 160 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	LOCAL	FAIRFIELD
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 10
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5019/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
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 - 2394
SE LAND	Months Since - 16	Make/Model- UNK/NR
	Aircraft Type - BE-33	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-----

N52LA WAS BEING FLOWN IN A 2-ACFT ACROBATIC DEMONSTRATION (DEMO). AFTER TAKEOFF, THE PLTS BGN THE DEMO BY PASSING EACH OTHER IN A LOW ALT KNIFE EDGE MANEUVER OVER THE RWY. AFTER PASSING, THEY ROLLED INVERTED, UNTIL NEAR THE ENDS OF THE RWY, THEN ROLLED UPRIGHT & BGN A STEEP CLIMB. ONE WITNESS STATED THAT WHEN N52LA WAS IN THE CLIMB, HE "HEARD SOME MISSING FROM THE ENGINE." RPRDLY, THE ACFT THEN STALLED, ENTERED A VERTICAL DSCNT & BGN SPINNING. IT IMPACTED THE GND NR THE DEP END OF RWY 10. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. THE PLT POSSESSED A VALID STATEMENT OF ACROBATIC COMPETENCY & HAD PERFORMED IN A NUMBER OF AIRSHOWS IN THE PREVIOUS 3 YRS.

Brief of Accident (Continued)

File No. - 1179

8/08/87

LANCASTER, OH

A/C Reg. No. N52LA

Time (Lcl) - 1430 EDT

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED -
  2. AEROBATICS - INITIATED -
  3. UNDETERMINED
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1178      8/13/87      CAMBRIDGE, OH      A/C Reg. No. N348KE      Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - EMBREE SONERAI II  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 900  
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 60-E  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - UNK/NR

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- 110/005 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

CAMBRIDGE MUNI  
Runway Ident - 04  
Runway Lth/Wid - 3500/ 75  
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 - 39  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1333  
Make/Model- 11  
Instrument- 183  
Multi-Eng - 41  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 43  
Rotorcraft - 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE TRAFFIC PATTERN, THE PLT RETARDED THE THROTTLE TO IDLE & ESTABLISHED A GLIDE SPEED. WHEN HE RE-ADVANCED THE THROTTLE, THERE WAS NO RESPONSE FROM THE ENG. THE PLT SAID HE "HEADED STRAIGHT FOR THE OVERRUN TO RUNWAY 4, BUT COULD NOT MAKE IT THAT FAR." WHILE LNDG, THE ACFT STRUCK SEVERAL SMALL TREES & WAS SUBSTANTIALLY DAMAGED. AN EXAM OF THE ACFT REVEALED THE THROTTLE HOUSING HAD SLIPPED IN ITS CLAMPING DEVICE. THE HOME BUILT ACFT HAD A TOTAL FLT TIME OF ONLY 11 HRS.



Brief of Accident (Continued)

File No. - 1178

8/13/87

CAMBRIDGE, OH

A/C Reg. No. N348KE

Time (Lcl) - 2020 EDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. THROTTLE/POWER LEVER - LOOSE
2. MAINTENANCE, INSTALLATION - INADEQUATE - PILOT IN COMMAND
3. THROTTLE/POWER LEVER - SLIPPED
4. THROTTLE/POWER CONTROL - NOT POSSIBLE -

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)

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) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1035      6/09/87      NORMAN, OK      A/C Reg. No. N5552W      Time (Lcl) - 0814 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL	Fire		Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		Pass	0	0	0	1
Accident Occurred During	-LANDING							

-----Aircraft Information-----

Make/Model	- PIPER PA-28-160	Eng Make/Model	- LYCOMING O-320-B2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing    - NO RECORD OF BRIEFING</p> <p>Method        - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility    - 10.0    SM</p> <p>Lowest Sky/Clouds - 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      - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MAX WESTHEIMER</p> <p>Runway Ident       - 21</p> <p>Runway Lth/Wid    - 4765/    75</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</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current        - YES</p> <p style="padding-left: 20px;">Months Since   - 22</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        - 649</p> <p style="padding-left: 20px;">Make/Model- 505</p> <p style="padding-left: 20px;">Instrument- 113</p> <p style="padding-left: 20px;">Last 24 Hrs - 1</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- 17</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING A TOUCH AND GO LANDING, THE AIRCRAFT LANDED HARD CAUSING A VIBRATION IN THE ENGINE AREA, AND SOME LOSS OF RUDDER CONTROL. THE PILOT FLEW BY THE TOWER AND THE TOWER INDICATED EVERYTHING LOOKED OK. ON LANDING ROLL THE NOSE GEAR FAILED CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1035

6/09/87

NORMAN,OK

A/C Reg. No. N5552W

Time (Lc1) - 0814 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
  2. GO-AROUND - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

3. LANDING GEAR, NOSE GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 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. - 1033      6/14/87      YUKON,OK

A/C Reg. No. N13618

Time (Lcl) - 1650 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      - INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 172  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - PATWAS  
Method      - TELEPHONE  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 180/005 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY,OK  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data  
PAGE

Runway Ident      - 17R  
Runway Lth/Wid      - 3500/ 75  
Runway Surface      - CONCRETE  
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)  
STUDENT

Age - 42  
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      - 18      Last 24 Hrs - UNK/NR  
Make/Model- 18      Last 30 Days- UNK/NR  
Instrument- 0      Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

ON TOUCHDOWN THE AIRCRAFT STARTED TO DRIFT TO THE LEFT. THE PILOT APPLIED RIGHT RUDDER AND LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT'S RIGHT WING CONTACTED THE RUNWAY AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1033

6/14/87

YUKON,OK

A/C Reg. No. N13618

Time (Lcl) - 1650 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1136      6/26/87      MARIETTA,OK      A/C Reg. No. N9874U      Time (Lcl) - 2055 CDT

-----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

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

3

-----Aircraft Information-----

Make/Model      - GRUMMAN AMERICAN AA-5A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2000  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-320-E2D

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 150 HP

ELT Installed/Activated - YES/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- 110/006 KTS

Visibility      - 20.0 SM

Lowest Sky/Clouds      - 25000 FT THIN OVC

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DUSK

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

FT.WORTH,TX

Airport Proximity

ON AIRSTRIP

Airport Data

MCGHEE CATFISH

Runway Ident      - 35

Runway Lth/Wid      - 2450/ 60

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)

PRIVATE

SE LAND

Age - 25

Biennial Flight Review

Current      - YES

Months Since      - 6

Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 146      Last 24 Hrs      - 1

Make/Model- 75      Last 30 Days- UNK/NR

Instrument- 15      Last 90 Days- 32

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG TAKEOFF FM A GRASS RWY, THE ACFT STALLED AFTER CLIMBING ABOUT 10 FT AGL. HE SAID THAT TORQUE PULLED THE NOSE OF THE ACFT TO THE LEFT & HE TRIED TO RECOVER. HOWEVER, THERE WAS INSUFFICIENT ALT & THE ACFT HIT THE TOPS OF TREES, THEN FELL TO THE GND IN A LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1136

6/26/87

MARIETTA,OK

A/C Reg. No. N9874U

Time (Lcl) - 2055 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
  2. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
  3. STALL/MUSH
  4. OBJECT - TREE(S)
  5.    CLEARANCE - NOT ATTAINED -
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1138      6/29/87      FARRIS,OK      A/C Reg. No. N49131      Time (Lcl) - 2100 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      0  
Pass      0

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1650  
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      - FSS  
Method      - UNK/NR  
Completeness      - WEATHER NOT PERTINENT  
Basic Weather      - VMC  
Wind Dir/Speed- 110/004 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DUSK

Itinerary

Last Departure Point  
AUSTIN, TX  
Destination  
FT. WORTH, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - PRECAUTIONARY LANDING

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 27

Biennial Flight Review

Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 117	Last 24 Hrs	- 2
Make/Model-	66	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	53

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG A X-COUNTRY FLT, HE GOT LOST & THE ACFT RAN LOW ON FUEL. AT DUSK, HE ELECTED TO MAKE A PRECAUTIONARY LANDING IN A OPEN FIELD. DRG THE LANDING, THE ACFT STRUCK A TREE & WAS DAMAGED.



Brief of Accident (Continued)

File No. - 1138

6/29/87

FARRIS,OK

A/C Reg. No. N49131

Time (Lcl) - 2100 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LIGHT CONDITION - DUSK
4. PRECAUTIONARY LANDING - DELAYED -
5. OBJECT - TREE(S)
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) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1161

7/07/87

TULSA,OK

A/C Reg. No. N1175C

Time (Lcl) - 1947 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-22-135  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1950  
No. of Seats - 4

Eng Make/Model - LYCOMING O-290-D2  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 135 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- 180/013 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
BARTLESVILLE,OK

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

HARVEY YOUNG  
Runway Ident - 17  
Runway Lth/Wid - 2200/ 200  
Runway Surface - GRAVEL  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND,ME LAND

Age - 33

Biennial Flight Review

Current - YES  
Months Since - 10  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	1608	Last 24 Hrs	-	1
Make/Model	-	25	Last 30 Days	-	UNK/NR
Instrument	-	69	Last 90 Days	-	55
Multi-Eng	-	420	Rotorcraft	-	18

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ACFT'S ENG LOST PWR. THE PLT LANDED THE ACFT ON A MEDIAN IN A RESIDENTIAL & SHOPPING AREA, WHERE IT NOSED OVER. AN EXAM & AN OPNL CHECK OF THE ENG REVEALED NO REASON FOR THE LOSS OF PWR.

Brief of Accident (Continued)

File No. - 1161

7/07/87

TULSA,OK

A/C Reg. No. N1175C

Time (Lcl) - 1947 CDT

-----  
Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN  
-----

Finding(s)  
2. TERRAIN CONDITION - ROADWAY/HIGHWAY  
3. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1029      9/13/87      EDMOND, OK      A/C Reg. No. N179FR      Time (Lcl) - 1545 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	2
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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WYNN
Wind Dir/Speed- 150/011 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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 - YES	Total - 51
SE LAND	Months Since - 1	Make/Model- 51
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXECUTED A SHORT FIELD APPROACH TO A PRIVATE AIRSTRIIP. DURING THE LANDING ROLL THE NOSE GEAR COLLAPSED RESULTING IN THE AIRCRAFT'S NOSE CONTACTING THE TERRAIN. NO REASON FOR THE NOSE GEAR COLLAPSE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1029

9/13/87

EDMOND,OK

A/C Reg. No. N179FR

Time (Lcl) - 1545 CDT

-----  
Occurrence #1        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - SEPARATION
  2. UNDETERMINED
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1010      6/09/87      THE DALLES,OR      A/C Reg. No. N6528G      Time (Lcl) - 1456 PDT

-----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
Accident Occurred During -APPROACH			0	1	0
				0	0
				0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200A	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	MADRAS,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	THE DALLES MUNICIPAL
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 25
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4649/ 150
Lowest Sky/Clouds - CLEAR	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 - 37	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	Make/Model- 18
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT'S INSTRUCTOR BECAME SERIOUSLY ILL AFTER THE FIRST LEG OF A DUAL, CROSS COUNTRY FLIGHT. ANOTHER INSTRUCTOR/PILOT EXAMINER SIGNED OFF ON THE STUDENT PILOT'S LOGBOOK TO RETURN SOLO TO THE DEPARTURE AIRPORT. THE INSTRUCTOR/PILOT EXAMINER FAILED TO ASSURE THAT THE STUDENT WAS QUALIFIED FOR THIS, HER FIRST SOLO CROSS COUNTRY, THAT A FLIGHT PLAN HAD BEEN FILED, OR THAT ADEQUATE WEATHER CONDITIONS EXISTED FOR THIS FLIGHT. THE STUDENT PILOT STATED SHE WAS NERVOUS AND SHE HAD NOT RECEIVED TRAINING ON VOR/RADIO OPERATION. AT THE DESTINATION AIRPORT, GUSTING CROSSWINDS WERE PRESENT. ON SHORT FINAL THE AIRCRAFT STALLED STRIKING THE GROUND NOSE FIRST.

Brief of Accident (Continued)

File No. - 1010

6/09/87

THE DALLES,OR

A/C Reg. No. N6528G

Time (Lcl) - 1456 PDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. WEATHER CONDITION - GUSTS
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4.        IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
  5.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6. SUPERVISION - IMPROPER - FLIGHT INSTRUCTOR(ON GROUND)
- 

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) 3,6

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1073      7/22/87      THE DALLES,OR      A/C Reg. No. N5030H      Time (Lcl) - 0830 PDT

-----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	0
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	MOFFIT,OR	
Completeness - N/A	Destination	<b>Airport Data</b>
Basic Weather - VMC	SAME AS ACC/INC	PRIVATE
Wind Dir/Speed- VARIABLE/040 KTS	<b>ATC/Airspace</b>	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 10000
SE LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS AT 50 FEET AGL ON FINAL APPROACH TO LAND AT HIS PRIVATE AIRSTRIP WHEN HE LOST CONTROL. REPORTEDLY, A GUST OF WIND TURNED THE AIRCRAFT 180 DEGREES. THE AIRCRAFT DESCENDED AND STRUCK TREES AND THE GROUND. WINDS WERE REPORTED VARIABLE AT 40 TO 45 KNOTS.



Brief of Accident (Continued)

File No. - 1073

7/22/87

THE DALLES,OR

A/C Reg. No. N5030H

Time (Lcl) - 0830 PDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  4. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
  5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  6. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

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. - 1074      7/22/87      ASHLAND, OR      A/C Reg. No. N2794B      Time (Lc1) - 1230 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

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

-----Aircraft Information-----

Make/Model        - AERO COMMANDER 560-A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 6000  
No. of Seats       - 7

Eng Make/Model    - LYCOMING G0-480-D1A  
Number Engines    - 2  
Engine Type       - RECIPROCATING-CARBURETOR  
Rated Power       - 275 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- 010/005 KTS  
Visibility        - 20.0 SM  
Lowest Sky/Clouds - 2000 FT SCATTERED  
Lowest Ceiling    - 4500 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MEDFORD, OR  
Destination  
SAN DIEGO, CA

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, ME LAND

Age - 57

Biennial Flight Review

Current            - YES  
Months Since      - 3  
Aircraft Type      - AC-560

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 923	Last 24 Hrs	- 2
Make/Model	- 206	Last 30 Days	- 10
Instrument	- 1	Last 90 Days	- 10
Multi-Eng	- 235		

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT TOOK OFF IN OVERCAST WEATHER CONDITIONS AND FLEW TOWARD A MOUNTAIN PASS THAT WAS OBSCURED IN CLOUDS. WHEN THE FLIGHT FAILED TO ARRIVE AT THE DESTINATION, A SEARCH WAS INITIATED AND THE WRECKAGE LOCATED IN A BOX CANYON ON THE SIDE OF A MOUNTAIN RIDGELINE. THE AIRCRAFT HAD IMPACTED IN A VERTICAL NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1074

7/22/87

ASHLAND,OR

A/C Reg. No. N2794B

Time (Lcl) - 1230 PDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
5. TERRAIN CONDITION - RISING

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
7. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1071

7/24/87

GRESHAM, OR

A/C Reg. No. N2415J

Time (Lcl) - 1705 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150G

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 280/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3500 FT SCATTERED

Lowest Ceiling - 15000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEND, OR

Destination

AURORA, OR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

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 - 42 Last 24 Hrs - UNK/NR

Make/Model- 42 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE STUDENT PILOT'S LONG SOLO CROSS-COUNTY A LOSS OF POWER OCCURRED. DURING THE FORCED LANDING THE PILOT OVERSHOT THE INTENDED FIELD SO HE SELECTED A NEARBY FIELD. HE OVERSHOT THIS FIELD, FLEW BETWEEN 2 TREES AT 20 FEET AGL AND DESCENDED TO THE GROUND. INVESTIGATION REVEALED THE LOSS OF POWER WAS DUE TO FUEL EXHAUSTION. THE STUDENT PILOT HAD IMPROPERLY CALCULATED HIS FUEL CONSUMPTION, WHICH HAD NOT BEEN REVIEWED BY HIS FLIGHT INSTRUCTOR.

Brief of Accident (Continued)

File No. - 1071

7/24/87

GRESHAM,OR

A/C Reg. No. N2415J

Time (Lc1) - 1705 PDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
  2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
  3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  4. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    LANDING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING

Finding(s)

5. PLANNED APPROACH - POOR - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1162      8/05/87      NORTH PLAINS,OR      A/C Reg. No. N222WY      Time (Lcl) - 1217 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -OTHER WORK USE	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      - BELLANCA 7GCBC	Eng Make/Model - LYCOMING O-320-A2D	ELT Installed/Activated - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 1650	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 2	Rated Power      - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - UNK/NR	Last Departure Point	ON AIRSTRIP
Method      - UNK/NR	SAME AS ACC/INC	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	LOCAL	SUNSET
Wind Dir/Speed- 330/015 KTS	ATC/Airspace	Runway Ident      - 24
Visibility      - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 2500/ 200
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - NONE	Type Apch/Lndg      - FULL STOP	Runway Status      - DRY
Obstructions to Vision- 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      - 2376
SE LAND	Months Since      - 12	Make/Model- 402
GLIDER	Aircraft Type - UNK/NR	Instrument- 100
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 133

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG A X-WIND LNDG, THE ACFT TOUCHED DOWN ON THE RGT MAIN GEAR, THEN AFTER ROLLING APRX 50 TO 100 FT, THE LEFT MAIN GEAR TOUCHED DOWN. AS THE LEFT WHEEL TOUCHED DOWN, THE LEFT AXLE FAILED, PITCHING THE ACFT ON ITS NOSE. THE ACFT THEN SKIDDED ON ITS NOSE FOR ANOTHER 75 TO 100 FT. AN EXAM OF THE AXLE REVEALED A FATIGUE CRACK HAD PENETRATED ABOUT 50% OF ITS CROSS SECTION BEFORE FINAL OVERSTRESS SEPARATION. THERE WERE MULTIPLE ORIGINS OF THE CRACK AT THE EDGE OF A CIRCUMFERENTIAL WELD.

Brief of Accident (Continued)

File No. - 1162

8/05/87

NORTH PLAINS,OR

A/C Reg. No. N222WY

Time (Lc1) - 1217 PDT

-----  
Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,AXLE - FATIGUE
- 

Occurrence #2      NOSE DOWN  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

: Brief of Accident

File No. - 1182      2/21/87      TUNKHANNOCK, PA      A/C Reg. No. N3045Z      Time (Lcl) - 2130 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	Crew	0	0	0	1
Accident Occurred During - APPROACH	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1840	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	SKY HAVEN
Wind Dir/Speed-	ATC/Airspace	Runway Ident - 36
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 254
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
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)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LNDG ON A GRASS RWY WITH AN ACCESS ROAD BORDERING THE APCH END. ACROSS THE ROAD FROM THE RWY THRESHOLD, THERE WAS A PILE OF SNOW WHICH PREVIOUSLY HAD BEEN PLOWED FROM THE RWY. IN REFERENCE TO LNDG AT NGT, THE PLT STATED, "COMING IN ON FINAL, I NOTICED A SLIGHT GROUND FOG, BUT WHEN I SAW RUNWAY, THOUGHT I HAD BANK CLEARED." HOWEVER, BEFORE REACHING THE RWY, THE ACFT STRUCK THE SNOWBANK. DURING THE OCCURRENCE, THE NOSE GEAR, PROP, LOWER FWD PART OF THE ACFT & LEFT WING TIP WERE DMGD.



Brief of Accident (Continued)

File No. - 1182

2/21/87

TUNKHANNOCK, PA

A/C Reg. No. N3045Z

Time (Lc1) - 2130 EST

-----  
Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
1. LIGHT CONDITION - NIGHT  
2. WEATHER CONDITION - FOG  
3. DISTANCE - MISJUDGED - PILOT IN COMMAND  
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)  
5. TERRAIN CONDITION - SNOWBANK  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1050      4/11/87      FERGUSON TWSHP,PA      A/C Reg. No. N5535E      Time (Lcl) - 1056 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	STATE COLLEGE,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STATE COLLEGE
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4065/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 128
SE LAND	Months Since - 8	Make/Model- 6
	Aircraft Type - C-152	Instrument- 8
		Last 24 Hrs - 1
		Last 30 Days- 3
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT, WHO HAD NOT COMPLETED HIS CHECKOUT IN A CESSNA 172, WAS OBSERVED TO MAKE A LONG LANDING AND LIFT OFF WITH APPROXIMATELY 750 FT OF RUNWAY REMAINING. THE AIRCRAFT WAS OBSERVED TO ENTER A NOSE HIGH PITCH ATTITUDE AND DRIFT INTO A RIGHT TURN. THE AIRPORT HAS LEFT TRAFFIC FOR THE RUNWAY BEING USED. THE AIRCRAFT CONTINUED ITS RIGHT TURN IN A NOSE HIGH ATTITUDE AND THEN WAS OBSERVED TO ROLL VERY SHARPLY TO THE LEFT. THE AIRCRAFT IMPACTED IN A RESIDENTIAL AREA. WINDS WERE FROM 180 DEGREES AT 10 GUSTING TO 13 KNOTS.

Brief of Accident (Continued)

File No. - 1050

4/11/87

FERGUSON TWSHP,PA

A/C Reg. No. N5535E

Time (Lcl) - 1056 EDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. WEATHER CONDITION - TAILWIND
  4. WEATHER CONDITION - GUSTS
  5.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  6.    IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1159

9/15/87

EMMAUS, PA

A/C Reg. No. N15793

Time (Lcl) - 1920 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

Fire  
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-140  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2050  
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 290/007 KTS  
Visibility - 10.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
ALLENTOWN, PA  
Destination  
POTTSTOWN, PA

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 - VFR  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 51

Biennial Flight Review

Current - YES  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 97	Last 24 Hrs - 0
Make/Model- 5	Last 30 Days- UNK/NR
Instrument- 3	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DRG FLT, THE ENG LOST POWER OVER A RESIDENTIAL AREA & THE PLT SELECTED A SMALL FENCED-IN OPENING FOR AN EMERGENCY LNDG. HE SAID HE CRASHED NOSEWHEEL 1ST, THEN SKIDDED INTO A CYCLONE FENCE. AFTER THE ACDNT, THE FUEL SELECTOR WAS FND POSITIONED TO THE RGT TANK WHICH WAS EMPTY. THE LEFT TANK STILL HAD 18 GALLONS OF FUEL REMAINING. THE PLT SAID THAT HE HAD BEEN TRAINED IN CESSNA 150 & 152 ACFT WHICH DO NOT REQUIRE MANUALLY CHANGING FUEL TANKS. ALSO, HE STATED THAT "IN A CRUISE SITUATION, THE THOUGHT OF CHANGING TANKS NEVER ENTERED MY MIND." HE HAD ONLY 97 HRS TOTAL TIME WITH 5 HRS IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1159

9/15/87

EMMAUS, PA

A/C Reg. No. N15793

Time (Lc1) - 1920 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - NOT CORRECTED -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
5. INADEQUATE TRANSITION/UPGRADE TRAINING - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1069      4/28/87      GREENVILLE, SC      A/C Reg. No. N5670C      Time (Lcl) - 1726 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - MAULE MX-7-180	Eng Make/Model - LYCOMING O-360-C1F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	GREENVILLE DOWNTOWN
Wind Dir/Speed- 030/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5393/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 474
SE LAND	Months Since - 1	Make/Model- 8
	Aircraft Type - MX-7	Instrument- 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS DOING TOUCH AND GO'S TO BECOME FAMILIAR WITH HIS NEW AIRCRAFT. ON THE FIFTH LANDING THE AIRCRAFT STARTED A GROUNDLOOP AND HE RECOVERED BY ADDING FULL POWER. ON THE NEXT LANDING THE AIRCRAFT AGAIN STARTED A GROUNDLOOP TO THE RIGHT, HE ADDED FULL POWER BUT DEPARTED THE RUNWAY. HE WAS UNABLE TO STOP BEFORE THE AIRCRAFT HIT A DITCH AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 1069

4/28/87

GREENVILLE, SC

A/C Reg. No. N5670C

Time (Lcl) - 1726 EDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH TERRAIN  
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) 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. - 1067      6/19/87      MYRTLE BEACH, SC      A/C Reg. No. N6078Z      Time (Lcl) - 1603 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries	
Type of Operation -BANNER TOW	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT			0	0	0
					None
					1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-25	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1100 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- UNK/NR		
Precipitation - RAIN SHOWERS		
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)
COMMERCIAL	Current - YES	Total - 1155
SE LAND, ME LAND	Months Since - 14	Make/Model- 358
	Aircraft Type - PA-44	Instrument- 63
		Multi-Eng - 46
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 178

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED A STRONG DOWNDRAFT IN A THUNDERSTORM AND IMPACTED THE WATER DURING A BEACHSIDE BANNER TOWING OPERATION. THE PLT REPORTED THAT HE HAD OBSERVED THUNDERSTORMS DEVELOPING INLAND ABOUT 1/2 HR PRIOR TO THE ACCIDENT AND THAT HIS ACFT WAS "OVERTAKEN" BY THE STORMS BEFORE HE COULD RETURN TO HIS BASE. HE ADDED FULL POWER AND RELEASED THE BANNER WHEN HE ENCOUNTERED THE DOWNDRAFT, BUT WAS UNABLE TO ARREST THE HIGH SINK RATE THAT DEVELOPED. THE PLT WAS ASKED IF HE WAS FAMILIAR WITH THE THUNDERSTORM AVOIDANCE PROCEDURES RECOMMENDED IN THE AIRMAN'S INFORMATION MANUAL. THE PLT REPLIED THAT HE WAS AWARE OF THEM, BUT THAT HE COULDN'T SHUT DOWN BANNER TOWING OPERATIONS JUST BECAUSE A THUNDERSTORM WAS WITHIN 10 MILES OF HIS OPERATIONS AREA.



Brief of Accident (Continued)

File No. - 1067

6/19/87

MYRTLE BEACH, SC

A/C Reg. No. N6078Z

Time (Lc1) - 1603 EDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    MANEUVERING

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
  2. WEATHER CONDITION - DOWNDRAFT
  3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - 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) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1173      6/28/87      NEW ELLENTON, SC      A/C Reg. No. N2525T      Time (Lcl) - 1800 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-FERRY	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-LANDING	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- NAVION H	Eng Make/Model	- CONTINENTAL IO-520-B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3233	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	JEFFERSON, GA	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	SIZEMORE
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- 2200 -UNK/NR
Lowest Ceiling	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- FULL STOP	Runway Status
Precipitation		- DRY
Condition of Light		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 798
SE LAND	Months Since	Make/Model	- 218
	Aircraft Type	Instrument	- 26
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PREVIOUSLY, THE ACFT HAD BEEN INVOLVED IN A GEAR-UP LNDG & WAS OUT OF SVC WHILE IT WAS BEING REPAIRED. DRG THAT TIME THE ANNUAL INSPN EXPIRED. A SPECIAL AIRWORTHINESS CERTIFICATE WAS OBTAINED TO FERRY THE ACFT TO THE SIZEMORE ARPT FOR THE ANNUAL INSPN. DRG ARRIVAL, THE ACFT LNDD HARD & THE RGT WING WAS DMGD. THE PLT STATED THAT DRG THE FLT, HE NOTED A HIGHER THAN NORMAL AIRSPEED INDCN THAN HE WAS ACCUSTOMED TO SEEING FOR THE POWER SETTING. HE STATED THAT DRG THE FLARE TO LND, THE ACFT "SUDDENLY DROPPED." A POST ACDNT TEST OF THE PITOT STATIC SYS SHOWED THAT FOR CALIBRATED AIRSPEEDS OF 52, 65 & 75 KTS (59.8, 74.75 & 86.25 MPH) THE RESPECTIVE INDCD SPEEDS ON THE AIRSPEED INDCR WERE 3.2, 5.25 & 4.75 MPH HIGHER. AN EXAM OF THE MAINT RECORDS SHOWED THE PITOT TUBE HAD BEEN REPLACED, BUT THERE WAS NO ENTRY IN THE LOG OF A SYS TEST AFTER THE MAINT WAS PERFORMED.

Brief of Accident (Continued)

File No. - 1173

6/28/87

NEW ELLENTON, SC

A/C Reg. No. N2525T

Time (Lcl) - 1800 EDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLIGHT/NAV INSTRUMENTS, AIRSPEED INDICATOR - FALSE INDICATION
2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1095      3/09/87      ONEIDA, TN      A/C Reg. No. N50077      Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 150H	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CLIFTON, TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	LEXINGTON, KY	Runway Ident - N/A
Wind Dir/Speed- 330/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 500
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	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) - HELICOPTER

-----Narrative-----

THE PILOT CONTACTED THE FSS SEVERAL TIMES DURING THE MORNING FOR WEATHER ALONG HIS PROPOSED ROUTE OF FLIGHT. SHORTLY AFTER LUNCH HE DEPARTED WITHOUT A FLIGHT PLAN. HE REPORTED TO ONE FSS THAT HE WAS VFR ONLY BUT CONTINUED ALTHOUGH VFR WAS NOT RECOMMENDED FOR PORTIONS OF HIS ROUTE. AT ONE POINT HE REPORTED THAT HE WAS AT 6,000 FT AND ON TOP, AND ASKED FOR DIRECTIONS TO AN AIRPORT THAT WAS VFR. LATER HE WAS HEARD TRYING TO CONTACT THE TOWER AT HIS DESTINATION. A COMMERCIAL FLIGHT TRIED TO RELAY INFORMATION TO HIM BUT WAS NOT SUCCESSFUL. AN NTAPE READ OUT OF RADAR DATA ENDS SHORTLY THEREAFTER. THE WRECKAGE WAS FOUND WRAPPED AROUND A TREE ON THE SIDE OF A VERTICAL ROCK CLIFF.

Brief of Accident (Continued)

File No. - 1095

3/09/87

ONEIDA, TN

A/C Reg. No. N50077

Time (Lc1) - UNK/NR

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 FIRE  
Phase of Operation OTHER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1101      6/25/87      DYERSBURG, TN      A/C Reg. No. N2828J      Time (Lcl) - 1645 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- 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	- 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	RIDGELY, TN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- VARIABLE/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5469	Last 24 Hrs - 8
SE LAND, ME LAND	Months Since - 4	Make/Model - 966	Last 30 Days - UNK/NR
	Aircraft Type - C-185	Instrument - UNK/NR	Last 90 Days - 55
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DRG A SPRAYING OPN, THE PLT RETURNED TO LAND ON AN ASPHALT HIWAY & RELOAD WITH CHEMICALS. AS HE FLARED TO LND, THE ENG ACCELERATED TO APRX "2/3 THROTTLE" WITH NO THROTTLE MOVEMENT. HE BELIEVED THE THROTTLE WAS IN THE OFF PSN WHEN THIS OCCURRED. A NOSE HI ATTITUDE DEVELOPED, SO HE ADVANCED THE THROTTLE TO STABILIZE THE ACFT, BUT THE ENG COMPLETELY LOST POWER. THERE WAS A X-WIND & THE ACFT DRIFTED TO THE LEFT OF THE ROADWAY. THE PLT THEN ATMTD TO LND IN A BEAN FIELD, BUT THE ACFT HIT A FENCE & TERRAIN & WAS DMGD. DRG A POST-CRASH EXAM, NO FUEL WAS FOUND IN THE FUEL TANKS & NO EVIDENCE OF FUEL LEAKAGE WAS FOUND.

Brief of Accident (Continued)

File No. - 1101

6/25/87

DYERSBURG, TN

A/C Reg. No. N2828J

Time (Lc1) - 1645 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

4. WEATHER CONDITION - CROSSWIND
5. TERRAIN CONDITION - FENCE

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

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. - 1197      9/25/87      CHUCKEY, TN      A/C Reg. No. N3885R      Time (Lcl) - 1514 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation      -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During      -LANDING			0	0	0	1
			0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 172H	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2300	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	JOHNSON CITY, TN	
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      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Status      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 80	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 600
SE LAND	Months Since - 12	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ESTIMATED THERE WAS 9 GAL OF FUEL ON BOARD WHEN HE TOOK OFF. APRX 20 MIN LATER, HE WAS MAKING A LOW PASS OVER A PRIVATE STRIP WHEN THE ENG LOST POWER. HE STATED THAT HE REPOSITIONED THE FUEL SELECTOR TO THE OTHER TANK, BUT WAS UNABLE TO RESTART THE ENG (BFR BEING FORCED TO LAND). DRG THE LNDG, THE ACFT WENT THRU A BARBED WIRE FENCE & HIT A SMALL BUILDING. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE PLT'S MED CERT WAS DATED 8/10/84.



Brief of Accident (Continued)

File No. - 1197

9/25/87

CHUCKEY, TN

A/C Reg. No. N3885R

Time (Lcl) - 1514 EDT,

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - 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)

4. OBJECT - FENCE
5. OBJECT - BUILDING(NONRESIDENTIAL)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1126      2/04/87      ANGLETON, TX      A/C Reg. No. N767AL      Time (Lcl) - 2000 CST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-TEST FLT	Fire	Crew	2	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	0	0	0	0
Accident Occurred During	-APPROACH						

-----Aircraft Information-----

Make/Model	- SIKORSKY S-76A	Eng Make/Model	- ALLISON 250-C30S	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 7500	Engine Type	- TURBOSHAFT		
No. of Seats	- 14	Rated Power	- 650 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - COMPANY</p> <p>Method - IN PERSON</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 080/018 KTS</p> <p>Visibility - 3.000 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 400 FT OVERCAST</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">FREEPORT, TX</p> <p>Destination</p> <p style="padding-left: 20px;">ANGLETON, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">BRAZORIA COUNTY</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 6000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 6468
SE LAND, ME LAND	Months Since - 5	Make/Model- 1245
HELICOPTER	Aircraft Type - S-76	Instrument- 253
		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, HELICOPTER

-----Narrative-----

SHORTLY AFTER TKOF, THE PLT CONTACTED HIS COMPANY (OPNS) & SAID HE HAD INADVERTENTLY ENCTRD IFR CONDS. HE ASKED OPNS TO RELAY INFO TO HIM FM THE APCH PLATE FOR THE ILS RWY 17 APCH TO BRAZORIA COUNTY ARPT. AFTER RCVG THE INFO, HE CONTACTED HOUSTON APCH CTL & ASKED FOR THE ILS. VECTORS WERE PROVIDED & HE WAS CLRD FOR THE ILS; HOWEVER, HE WAS UNABLE TO GET ESTABLISHED ON THE APCH. THREE ATMTS WERE MADE WITH THE LAST BEING A NO-GYRO APCH. DRG THIS TIME, SIMULTANEOUS RADIO CONTACT WAS MAINTD WITH APCH CTL & OPNS. HIS GND SPEED VARIED FM 106 TO 28 KTS. JUST BFR THE ACDNT, HE SAID, "... I'VE GOT AN ALTITUDE PROBLEM," THEN AFTER A SHORT DELAY, HE STATED "... I AM GOING TO CRASH." THE WRECKAGE WAS FND APRX 1 MI NW OF THE OUTER MARKER, SCATTERED OVR A 2445' AREA. THERE WAS EVIDENCE THE MAIN ROTOR BLADES HAD HIT THE TAIL BOOM & RADOME & SEPD IN FLT. ONE BLADE HAD A PREEXISTING CRACK, BUT BLUE PAINT MATCHING THE TAIL BOOM WAS FND ON THE BLADE. THE 1950 CDT WX AT GALVESTON (32 MI ENE), WAS IN PART: 400' OVC, 3 MI VIS WITH FOG & HAZE, WIND FM 080 DEG AT 18KTS.

Brief of Accident (Continued)

File No. - 1126

2/04/87

ANGLETON, TX

A/C Reg. No. N767AL

Time (Lcl) - 2000 CST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - HAZE
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

5. FLIGHT TO ALTERNATE DESTINATION - INITIATED -
6. APPROACH CHARTS - UNAVAILABLE
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. INFORMATION - DISPATCHED - COMPANY/OPERATOR MGMT
9. PLANNED APPROACH - ATTEMPTED - PILOT IN COMMAND
10. AIRCRAFT HANDLING - NOT MAINTAINED - PILOT IN COMMAND
11. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

12. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
13. ROTOR SYSTEM, MAIN ROTOR BLADE - CRACKED
14. ROTOR SYSTEM, MAIN ROTOR BLADE - OVERLOAD
15. ROTOR SYSTEM, MAIN ROTOR BLADE - SEPARATION

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) 4,10,11,12

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1046

4/24/87

LUFKIN, TX

A/C Reg. No. N4637Q

Time (Lcl) - 1446 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
ON GROUND	Pass	0	0	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA T210L

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3400

No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520H

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 360/010 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EL PASO, TX

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ANGELINA COUNTY

Runway Ident - 07

Runway Lth/Wid - 4400/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 47

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1605

Make/Model- 1050

Instrument- 200

Multi-Eng - 250

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 28

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REDUCED POWER AND WAS DESCENDING FOR A VFR STRAIGHT-IN APPROACH WHEN THE ENGINE QUIT. THE PILOT HAD THE SELECTOR ON THE LEFT TANK WITH 4 TO 5 GALLONS OF FUEL REMAINING IN THIS TANK. DURING THE DESCENT THE FUEL TANK OUTLET LINE BECAME UNPORTED CAUSING AIR TO BE DRAWN INTO THE FUEL SYSTEM. THE PILOT SWITCHED TO THE RIGHT TANK BUT DID NOT REALIZE THE ENGINE WAS NOT OPERATING UNTIL HE ADDED POWER ON FINAL APPROACH. HE COULD NOT RESTART THE ENGINE AND A FORCED LANDING WAS MADE IN A PASTURE ON ROUGH AND UNEVEN TERRAIN. THE PILOT COULD NOT REMEMBER TURNING ON THE ELECTRIC FUEL BOOST PUMP. DURING IMPACT A SMALL FIRE ERUPTED AND CONSUMED THE COCKPIT, CABIN AREA AND INBOARD HALF OF THE LEFT WING. THE BOOST PUMP SWITCH POSITION COULD NOT BE DETERMINED DUE TO THE FIRE.

Brief of Accident (Continued)

File No. - 1046

4/24/87

LUFKIN, TX

A/C Reg. No. N4637Q

Time (Lc1) - 1446 CDT

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL BOOST PUMP SELECTOR POSITION - 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 - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      FIRE  
Phase of Operation      OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1027

5/03/87

AMARILLO, TX

A/C Reg. No. N7259A

Time (Lcl) - 0905 CDT

-----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 -TAXI

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2075  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300  
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 - IMC  
Wind Dir/Speed- VARIABLE/040 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision- NONE  
Precipitation - RAIN  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

AMARILLO INTER'L  
Runway Ident - 31  
Runway Lth/Wid - 7900/ 100  
Runway Surface - CONCRETE  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 45

Biennial Flight Review

Current - YES  
Months Since - 4  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 649	Last 24 Hrs - 4
Make/Model- 23	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING, THE PILOT ATTEMPTED TO TAXI THE AIRCRAFT TO THE RAMP WHEN HE ENCOUNTERED STRONG GUSTY WINDS. THE PASSENGER AND FOUR LINEMEN ATTEMPTED TO HOLD THE AIRCRAFT DOWN, BUT THE WINDS BLEW THE AIRCRAFT OVER INVERTED CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1027

5/03/87

AMARILLO, TX

A/C Reg. No. N7259A

Time (Lc1) - 0905 CDT

Occurrence #1 NOSE OVER  
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - HIGH WIND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

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. - 1134      5/16/87      SARGENT, TX      A/C Reg. No. N48735      Time (Lcl) - 1832 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	1	0	0
Accident Occurred During	-TAKEOFF		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	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	- 110 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- UNK/NR
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- UNK/NR
Condition of Light	Type Apch/Lndg	Runway Status
		- UNK/NR

-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - UNK/NR
	Months Since - N/A	Make/Model - 4
	Aircraft Type - N/A	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DECIDED TO TAKEOFF TWD THE NE ON A PVT ROAD (WHICH HE REFERRED TO AS "SHELL RD . . . BEACH"). HE USED 10 DEG OF FLAPS & APPLIED FULL POWER BEFORE RELEASING THE BRAKES. HE STATED THAT AFTER BECOMING AIRBORNE ABOUT 2 TO 5 FT, THE ACFT "SHIFTED SLIGHTLY RIGHT AND BEGAN TO SETTLE." ALSO, HE SAID THE ACFT "DID NOT RESPOND TO YOKE" & CONTINUED TO SETTLE UNTIL IT WENT INTO A DITCH & NOSED OVER. RPRTDLY, THE WIND WAS VARIABLE, BUT WAS PREVAILING FROM 230 DEG AT 8 KTS. PLT'S MED CERT WAS DATED 3/12/85.



Brief of Accident (Continued)

File No. - 1134

5/16/87

SARGENT, TX

A/C Reg. No. N48735

Time (Lcl) - 1832 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH
6. TERRAIN CONDITION - DITCH

Occurrence #2      NOSE OVER  
Phase of Operation      TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1166      5/21/87      MCKINNEY, TX      A/C Reg. No. N5215P      Time (Lcl) - 1350 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	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-C2C	ELT Installed/Activated - YES/YES
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 - 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- 160/010 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 20000 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 - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MCKINNEY</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4000/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 22      Last 24 Hrs - UNK/NR
	Months Since - N/A	Make/Model- 22      Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 3      Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPRTD THAT DRG A LNDG, THE WIND SHIFTED FROM A HEADWIND TO A LEFT CROSSWIND. SUBSEQUENTLY, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & ENCTR'D SOFT MUD, THEN THE NOSE GEAR COLLAPSED & THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1166

5/21/87

MCKINNEY, TX

A/C Reg. No. N5215P

Time (Lc1) - 1350 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - WET
8. LANDING GEAR, NOSE GEAR - OVERLOAD

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1034      6/14/87      LAGO VISTA, TX      A/C Reg. No. N874K      Time (Lcl) - 1300 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- GREAT LAKES 2T-1A	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1580	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	AUSTIN, TX	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Surface
Condition of Light	Type Apch/Lndg	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND, ME LAND	Months Since	- 16	Make/Model
	Aircraft Type	- UNK/NR	Instrument
			Multi-Eng
			870
			Last 24 Hrs
			- 1
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 3
			Rotorcraft
			- 70

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE MANEUVERING AT APPROXIMATELY 50 FEET AGL, THE AIRCRAFT'S LANDING GEAR CONTACTED A 7200 VOLT POWERLINE. CONTROL OF THE AIRCRAFT WAS LOST, AND IT DESCENDED OUT OF CONTROL INTO ABOUT 2 FEET OF WATER, CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1034

6/14/87

LAGO VISTA, TX

A/C Reg. No. N874K

Time (Lcl) - 1300 CDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

-----  
Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER, GLASSY
- 

-----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. - 1036

6/14/87

CAMERON, TX

A/C Reg. No. N5079A

Time (Lcl) - 1715 CDT

-----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	3

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Fire NONE  
Crew  
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2150  
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 145 HP

ELT Installed/Activated - 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 - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BREAKAWAY  
Runway Ident - 34  
Runway Lth/Wid - 3200/ 50  
Runway Surface - GRASS/TURF  
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - UNK/NR

Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 10	Last 24 Hrs - UNK/NR
Make/Model- 1	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF CLIMB THE AIRCRAFT STRUCK A POWERLINE THEN TREES AND IMPACTED THE GROUND. THE AIRCRAFT WAS BEING FLOWN BY A STUDENT PILOT WITH NO MEDICAL CERTIFICATE OR SOLO ENDORSEMENT.

Brief of Accident (Continued)

File No. - 1036

6/14/87

CAMERON, TX

A/C Reg. No. N5079A

Time (Lc1) - 1715 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
  2. OBJECT - TREE(S)
  3. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
  5. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  6. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
- 

Occurrence #2            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

-----

Occurrence #3            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

Brief of Accident

File No. - 1038      6/21/87      ALICE, TX      A/C Reg. No. N5496E      Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-RETRACTABLE  
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 - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 130/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 3000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATON ROUGE, LA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ALICE INTERNATIONAL

Runway Ident - 13

Runway Lth/Wid - 6000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 267

Make/Model- 10

Instrument- 96

Multi-Eng - 4

Last 24 Hrs - 7

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING LANDING ROLL THE RIGHT BRAKE LOCKED, THE AIRCRAFT EXITED THE RUNWAY, CROSSED A GRASSY AREA AND COLLIDED WITH AN AIRPORT LIGHT POLE. INSPECTION OF THE BRAKES, RUDDER AND NOSE WHEEL STEERING REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.



Brief of Accident (Continued)

File No. - 1038

6/21/87

ALICE, TX

A/C Reg. No. N5496E

Time (Lcl) - 1330 CDT

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  2.     IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

3. 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

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1137      6/26/87      BAYTOWN, TX      A/C Reg. No. N3564L      Time (Lcl) - 1100 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      - GREAT LAKES 2T-1A-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1580  
No. of Seats      - 2

Eng Make/Model      - LYCOMING IO-360  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 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- 020/006 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  
LAPORTE, TX  
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

RWJ AIRPARK  
Runway Ident      - 08  
Runway Lth/Wid      - 4080/ 40  
Runway Surface      - MACADAM  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	341
Make/Model-	7
Instrument-	0
Multi-Eng -	6
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	23

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE LNDG ROLL, THE ACFT STARTED TO DRIFT TO THE LEFT, SO THE PLT CORRECTED WITH RIGHT RUDDER. HE SAID HE OVER-CONTROLLED, THEN APPLIED LEFT RUDDER & BRAKE, FOLLOWED BY RIGHT RUDDER & BRAKE. SUBSEQUENTLY, THE SITUATION BECAME AGGRAVATED UNTIL BOTH MAIN WHEELS WERE SKIDDING AS THE PLT WAS TRYING TO AVOID A DITCH, THEN THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1137

6/26/87

BAYTOWN, TX

A/C Reg. No. N3564L

Time (Lc1) - 1100 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 - INADVERTENT - PILOT IN COMMAND

Occurrence #2      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1026      7/09/87      MIDLAND, TX      A/C Reg. No. N5919V      Time (Lc1) - 1725 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	- PIPER PA-28R-201T	Eng Make/Model	- CONTINENTAL TSIO-360F	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 150/018 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 SAME AS ACC/INC</p> <p>Destination WICHITA FALLS, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data MIDLAND AIRPARK</p> <p>Runway Ident - 25</p> <p>Runway Lth/Wid - 5000/ 75</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>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 9</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 442</p> <p>Make/Model- 207</p> <p>Instrument- 97</p> <p>Multi-Eng - 12</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 3</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL FROM MID-FIELD ON THE WRONG RUNWAY, THE PILOT REALIZED HE WAS RUNNING OUT OF RUNWAY. HE ROTATED THE AIRCRAFT EARLY AND CLIMBED TO APPROXIMATELY 10 FEET AGL. THE AIRCRAFT WOULD NOT CLIMB. THE PILOT ABORTED THE TAKEOFF AND APPLIED BRAKES HEAVILY. THE AIRCRAFT GROUNDLOOPEED AND RAN OFF THE END OF THE RUNWAY CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1026

7/09/87

MIDLAND, TX

A/C Reg. No. N5919V

Time (Lcl) - 1725 CDT

Occurrence #1        OVERRUN  
Phase of Operation    TAKEOFF - ABORTED

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAKEOFF - ABORTED

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) 1,3

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. - 1165      7/10/87      HOUSTON, TX      A/C Reg. No. N40684      Time (Lcl) - 1614 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Crew	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MAULE M-4-210C	Eng Make/Model - CONTINENTAL IO-360-A	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 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	WEISER AIR PARK
Wind Dir/Speed- 160/009 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3467/ 40
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 13500
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT (CFI) STATED THAT DRG THE PREFLT, HE & THE STUDENT DRAINED ABOUT 1 PINT OF WATER FROM THE LEFT WING TANK & A SMALL AMOUNT FROM THE LOWER ENG SUMP DRAIN. NO WATER WAS FOUND IN THE RGT TANK. THE LEFT TANK WAS SELECTED & A 12 TO 15 MIN ENG RUN-UP WAS MADE BEFORE TAKING OFF. DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER. THE CFI TOOK CONTROL OF THE ACFT & MADE AN EMERG LNDG IN A PASTURE. WHILE LNDG, THE ACFT ENCTRD RAPIDLY RISING TERRAIN & THE GEAR COLLAPSED. A POST-ACDNT EXAM REVEALED THERE WAS WATER & RUST IN THE FUEL INJECTOR SERVO, DISTRIBUTOR, LINES/NOZZLES, FUEL PUMP, GASCOLATOR & CONNECTING LINES. AN ESTIMATED 1 PINT OF WATER WAS DRAINED FROM THE FUEL SYS AFTER THE ACDNT.

Brief of Accident (Continued)

File No. - 1165

7/10/87

HOUSTON, TX

A/C Reg. No. N40684

Time (Lcl) - 1614 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
2. FLUID, FUEL - CONTAMINATION
3. FLUID, FUEL - WATER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. TERRAIN CONDITION - RISING

Occurrence #4      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

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. - 1028      7/11/87      QUITMAN, TX      A/C Reg. No. N5594T      Time (Lcl) - 2030 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	1	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	0	1

-----Aircraft Information-----

Make/Model	- CESSNA 172E	Eng Make/Model	- CONTINENTAL O-300D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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- 160/006 KTS</p> <p>Visibility - 12.0 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 - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">GAINSVILLE, TX</p> <p>Destination</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">MINEOLA QUITMAN</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 3400/ 75</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</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> <table border="0" style="width: 100%;"> <tr> <td>Total - 97</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 26</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 2</td> <td>Last 90 Days- 11</td> </tr> </table>	Total - 97	Last 24 Hrs - 2	Make/Model- 26	Last 30 Days- UNK/NR	Instrument- 2	Last 90 Days- 11
Total - 97	Last 24 Hrs - 2							
Make/Model- 26	Last 30 Days- UNK/NR							
Instrument- 2	Last 90 Days- 11							

Instrument Rating(s) - NONE

-----Narrative-----

DURING FINAL APPROACH FOR LANDING, THE PILOT ALLOWED THE AIRSPEED TO DROP. THE AIRCRAFT STALLED AT APPROXIMATELY 30 TO 40 FEET AGL. SUBSTANTIAL DAMAGE OCCURRED WHEN THE AIRCRAFT BOUNCED, CARTWHEELED AND SLID TO A STOP BACKWARDS 300 FEET BEYOND THE THRESHOLD.



Brief of Accident (Continued)

File No. - 1028

7/11/87

QUITMAN, TX

A/C Reg. No. N5594T

Time (Lc1) - 2030 CDT

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Occurrence #1

HARD LANDING

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 1031      7/22/87      LA JOYA, TX      A/C Reg. No. N5510X      Time (Lcl) - 1245 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - AERIAL APPLICATION	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER S2R	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 - YES
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MISSION, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - UNK/NR	Total - 15190
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 12152
	Aircraft Type - UNK/NR	Instrument- 30
		Multi-Eng - 40
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT AT A LOW ALTITUDE THE AIRCRAFT'S ENGINE FAILED. A FORCED LANDING WAS MADE TO A GRASS FIELD RESULTING IN SUBSTANTIAL DAMAGE TO THE AIRCRAFT. DISASSEMBLY OF THE ENGINE REVEALED PARTIAL FAILURE OF THE LEFT MAGNETO. THE AIRCRAFT WAS BEING OPERATED WITH AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 1031

7/22/87

LA JOYA, TX

A/C Reg. No. N5510X

Time (Lc1) - 1245 CDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. IGNITION SYSTEM, MAGNETO - FAILURE, PARTIAL
2. FLUID, FUEL GRADE - IMPROPER

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

----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. - 1142

7/26/87

ARANSAS PASS, TX

A/C Reg. No. N321AK

Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-18A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
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 - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC  
Wind Dir/Speed- 110/009 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling - 1500 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAN ANTONIO, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

ARKANSAS PASS  
Runway Ident - 15  
Runway Lth/Wid - 3240/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 52  
Biennial Flight Review  
Current - YES  
Months Since - 3  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 391  
Make/Model- 55  
Instrument- 22  
Last 24 Hrs - 3  
Last 30 Days- UNK/NR  
Last 90 Days- 42

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT DRG A TAKEOFF ROLL, THE ACFT ENCOUNTERED A GUST OF WIND FROM THE LEFT WHICH CAUSED IT TO VEER OFF THE RIGHT SIDE OF THE RWY. SUBSEQUENTLY, IT CONTACTED A DITCH & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1142

7/26/87

ARANSAS PASS, TX

A/C Reg. No. N321AK

Time (Lc1) - 1730 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - 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/WATER  
Phase of Operation      TAKEOFF - GROUND RUN

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) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1163      7/26/87      ROCKWALL, TX      A/C Reg. No. N7930G      Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----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 - 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- 120/011 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - 5000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
ROCKWALL, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

ROCKWALL MUNI  
Runway Ident - 16  
Runway Lth/Wid - 3380/ 50  
Runway Surface - ASPHALT  
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 19  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8663  
Make/Model- 3050  
Instrument- 145  
Multi-Eng - 76  
Last 24 Hrs - 6  
Last 30 Days- UNK/NR  
Last 90 Days- 148  
Rotorcraft - 1070

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE ACFT TOUCHED DOWN, THE RGT MAIN WHEEL CONTACTED A RUT IN A SOFT AREA OF THE RWY & THE ACFT VEERED TO THE RGT. TO AVOID HITTING PARKED ACFT ON THE WEST SIDE OF THE RWY, THE PLT ADDED FULL POWER & LEFT RUDDER & AILERON. HE STATED THAT AS THE ACFT LEFT THE SOFT SPOT, IT VEERED LEFT & THE RGT MAIN GEAR COLLAPSED, DAMAGING THE RGT WING & TAIL SECTION.

Brief of Accident (Continued)

File No. - 1163

7/26/87

ROCKWALL, TX

A/C Reg. No. N7930G

Time (Lcl) - 1430 CDT

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Occurrence #1      LOSS OF CONTROL - ON GROUND

Phase of Operation      LANDING

Finding(s)

1. RUNWAY MAINTENANCE - INADEQUATE -
  2. TERRAIN CONDITION - SOFT
  3. TERRAIN CONDITION - ROUGH/UNEVEN
  4. DIRECTIONAL CONTROL - NOT POSSIBLE -
  5. GROUND LOOP/SWERVE
- 

Occurrence #2      MAIN GEAR COLLAPSED

Phase of Operation      LANDING - ROLL

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1131      7/30/87      SAN BENITO, TX      A/C Reg. No. N23943      Time (Lcl) - 1010 CDT

-----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	-LANDING		Pass 0	0	0	0
			Other 0	1	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-38-112	Eng Make/Model	- LYCOMING O-235-L2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 112 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SAN BENITO MUNI
Wind Dir/Speed	- 140/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 12
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 3200/ 40
Lowest Ceiling	- 2000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 17	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 32	Last 24 Hrs - 2
	Months Since - N/A	Make/Model - 32	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 16

Instrument Rating(s) - NONE

-----Narrative-----

DRG THE LANDING ROLL, THE ACFT'S LEFT WING STRUCK A TV CAMERA MAN, WHO WAS STANDING AT THE LEFT EDGE OF THE RWY, APRX 1200' FROM THE THRESHOLD. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY & THE RIGHT MAIN GEAR COLLAPSED. WITNESSES STATED THE CAMERA MAN HAD BEEN REQUESTED TO STAND BACK FROM THE RWY (2 OR 3 TIMES), BUT HE IGNORED THE WARNINGS. THE ACFT HAD A 38' WING SPAN WHILE THE RWY WAS ONLY 40' WIDE. RPRTDLY, THE ACFT DRIFTED SLIGHTLY TO THE LEFT (APRX 3') DRG THE LANDING ROLL. THE PLT STATED THE NOSE OF THE ACFT WAS STILL RAISED WHEN HE SAW THE CAMERA MAN ON THE RWY SURFACE, AND INSTANTLY THEREAFTER, THE COLLISION OCCURRED.



Brief of Accident (Continued)

File No. - 1131

7/30/87

SAN BENITO, TX

A/C Reg. No. N23943

Time (Lc1) - 1010 CDT

-----  
Occurrence #1            ON GROUND COLLISION WITH OBJECT  
Phase of Operation       LANDING - ROLL

Finding(s)

1. OBJECT - OTHER PERSON
  2. JUDGEMENT - POOR - OTHER PERSON
  3. UNSAFE/HAZARDOUS CONDITION WARNING - DISREGARDED - OTHER PERSON
- 

Occurrence #2            LOSS OF CONTROL - ON GROUND  
Phase of Operation       LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
  5. GROUND LOOP/SWERVE - UNCONTROLLED -
- 

Occurrence #3            MAIN GEAR COLLAPSED  
Phase of Operation       LANDING

Finding(s)

6. LANDING GEAR, MAIN GEAR - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1132      8/11/87      PEARLAND, TX      A/C Reg. No. N731TT      Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	0	0	1	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA P210N	Eng Make/Model - CONTINENTAL TS10-520-P	ELT Installed/Activated - UNK/NR
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 - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FRIENDSWOOD, TX	CLOVER
Wind Dir/Speed- 250/011 KTS		Runway Ident - 14R
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - 4307/ 70
Lowest Sky/Clouds - 1800 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - TRAFFIC ADVISORY	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4000
SE LAND, ME 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) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT MADE A NR HALF CIRCLE OVR THE ARPT & ENTERED A DWNWND FOR RWY 14R. DRG THE ENTRY, HE REDUCED PWR & NOTED 2 OR 3 SPUTTERS FM THE ENG. JUST BFR TURNING TO A BASE LEG, HE ADVANCED THE THROTTLE FOR ADNL POWER, BUT THERE WAS NO RESPONSE FM THE ENG. HE STARTED TO LND ON A ROAD, BUT A TRUCK TURNED ONTO THE ROADWAY AHEAD. SUBSEQUENTLY, THE ACFT TOUCHED DWN NR THE FAR EDGE OF A SMALL FLD, WENT THRU A FENCE, CROSSED A ROAD, HIT A ROAD SIGN & POLE & BGN BURNING. THE ACFT WAS NRLY CONSUMED BY FIRE. THERE WAS EVIDENCE OF AN EXCESSIVELY RICH FUEL MIXTURE, JUST BFR THE ACDNT. BLACK SOOTY DEPOSITS WERE FND IN ALL CYLINDERS & ON THE SPARK PLUGS & PISTONS. A HELICOPTER PLT NOTED BLACK SMOKE (OR EXHAUST) FM THE ACFT AS IT WAS CIRCLING TO ENTER THE TRAFFIC PATTERN. ALSO, THE PLT BELIEVED THE ENG HAD "LOADED UP" WHEN HE REDUCED PWR EARLIER IN THE TRAFFIC PATTERN. ADNL, THE PLT'S SON HAD FLOWN THE ACFT SVRL HRS & NOTED THE ENG RAN SMOOTHER AT HI RPM. HOWEVER, THE ACFT & ENG WERE TOO BADLY DMGD TO VERIFY A REASON FOR THE RICH MIXTURE. NO OTR PREIMPACT PRBLMS FND.

Brief of Accident (Continued)

File No. - 1132

8/11/87

PEARLAND, TX

A/C Reg. No. N731TT

Time (Lc1) - 0930 CDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. MIXTURE - IMPROPER -

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. OBJECT - FENCE
4. OBJECT - SIGN
5. OBJECT - UTILITY POLE

-----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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1130      9/03/87      LIVINGSTON, TX      A/C Reg. No. N894B      Time (Lcl) - 1058 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- MOONEY M20	Eng Make/Model	- LYCOMING O-360-A1D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

<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        - 7.0      SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling    - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation     - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p 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      - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">LIVINGSTON MUN</p> <p>Runway Ident      - 30</p> <p>Runway Lth/Wid    - 3425/    60</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 style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age -            38</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current          - UNK/NR</p> <p style="padding-left: 20px;">Months Since    - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type   - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total            - 136</p> <p style="padding-left: 20px;">Make/Model-     2</p> <p style="padding-left: 20px;">Instrument-      0</p> <p style="padding-left: 20px;">Last 24 Hrs -    1</p> <p style="padding-left: 20px;">Last 30 Days-   UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days-    1</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DRG A PRACTICE TOUCH-&-GO LNDG, THE ACFT BOUNCED. THE PLT APPLIED POWER TO ABORT THE LNDG, BUT LOST DIRECTIONAL CONTROL OF THE ACFT. IT DRIFTED LEFT TOWARD TREES, SO HE INITIATED A CLIMB TO FLY OVER THE OBSTRUCTIONS. HOWEVER, THE ACFT STALLED & COLLIDED WITH THE GROUND AFTER CROSSING OVER THE TREES.

Brief of Accident (Continued)

File No. - 1130

9/03/87

LIVINGSTON, TX

A/C Reg. No. N894B

Time (Lcl) - 1058 CDT

Occurrence #1      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - PERFORMED -

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - ABORTED

Finding(s)

3. GO-AROUND - INITIATED -
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. OBJECT - TREE(S)
6. PULL-UP - PERFORMED -
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ABORTED

Finding(s)

9. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7,8

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. - 1129      9/06/87      COLLEGE STATION, TX      A/C Reg. No. N48140      Time (Lcl) - 1653 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      Pass  
NONE      0      0

-----Aircraft Information-----

Make/Model      - CESSNA 152  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1670  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-235-L2C  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 110 HP

ELT Installed/Activated - YES-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- 170/007 KTS  
Visibility      - 7.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
LAKE LIVINGSTON, TX  
Destination  
COLLEGE STATION, TX

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

COLLEGE STATION  
Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 23  
Biennial Flight Review  
Current      - YES  
Months Since      - 14  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 115	Last 24 Hrs	- 4
Make/Model-	115	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A X-COUNTRY FLT FROM ADDISON TO COLLEGE STATION, TX, BUT DIVERTED TO LIVINGSTON, TX, DUE TO "TIME CONSTRAINT." THE ARPT AT LIVINGSTON WAS UNATTENDED. AT APRX 1615 CDT, HE TOOK OFF & CONTD TO COLLEGE STATION. HOWEVER, DURING THE FLT, HE BECAME DISORIENTED & REQUESTED A DF STEER FROM THE COLLEGE STATION CONTROL TOWER. WHILE OBTAINING A STEER, THE PLT TRANSMITTED THAT THE ACFT WAS OUT OF FUEL & THAT HE WOULD BE UNABLE TO REACH THE ARPT. AT ABOUT 1653, HE MADE A FORCED LANDING IN A FIELD WHERE THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1129

9/06/87

COLLEGE STATION, TX

A/C Reg. No. N48140

Time (Lcl) - 1653 CDT

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation       CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
  3. FLUID, FUEL - EXHAUSTION
  4. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            FORCED LANDING  
Phase of Operation       DESCENT - EMERGENCY

-----

Occurrence #3            NOSE OVER  
Phase of Operation       LANDING

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

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. - 1128      9/07/87      ROBY, TX      A/C Reg. No. N4868B      Time (Lcl) - 1145 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	1	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 - 1600	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	TULSA, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLORADO CITY, TX	
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2200 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 139
SE LAND	Months Since - 16	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 33
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER APRX 3.3 HRS OF FLT, THE ENG LOST POWER FROM FUEL EXHAUSTION. THE PLT RPRTD THAT WHEN HE MADE A FORCED LANDING IN A FIELD, THE NOSE TIRE DUG IN THE GROUND & THE ACFT NOSED OVER. ALSO, HE STATED THAT HE DID NOT TOP OFF THE FUEL TANKS BEFORE DEPARTING ON THE FLT.



Brief of Accident (Continued)

File No. - 1128

9/07/87

ROBY, TX

A/C Reg. No. N4868B

Time (Lcl) - 1145 CDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. FLUID, FUEL - EXHAUSTION
  3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1200      9/24/87      MCKINNEY, TX      A/C Reg. No. N67439      Time (Lcl) - 1800 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	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	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	ADDISON, TX		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	MCKINNEY MUNI	
Wind Dir/Speed	- 180/004 KTS		Runway Ident	- 17
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- 4000/ 75
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- TOUCH AND GO	
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)		
STUDENT	Current - N/A	Total - 42	Last 24 Hrs -	2
	Months Since - N/A	Make/Model - 18	Last 30 Days -	UNK/NR
	Aircraft Type - N/A	Instrument - 1	Last 90 Days -	17

Instrument Rating(s) - NONE

-----Narrative-----

DRG A PRACTICE TOUCH-&-GO LANDING, THE PLT RAISED THE FLAPS AFTER MAKING A NORMAL LNDG & APPLIED FULL POWER FOR A GO-AROUND. HOWEVER, THE ACFT VEERED OFF THE LEFT SIDE OF THE RWY & CONTACTED SOFT GROUND. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED & THE LEFT WING WAS DAMAGED. THE STUDENT'S INSTRUCTOR WAS STANDING NEAR THE RWY WHEN THE ACNT OCCURRED. HE BELIEVED THE STUDENT DID NOT APPLY ENOUGH RUDDER TO COMPENSATE FOR ENG TORQUE.

Brief of Accident (Continued)

File No. - 1200

9/24/87

MCKINNEY, TX

A/C Reg. No. N67439

Time (Lc1) - 1800 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. TOUCH-AND-GO - INITIATED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
4.      LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
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) 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. - 1133      9/27/87      DEL RIO, TX      A/C Reg. No. N67SN      Time (Lcl) - 1325 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - TEST	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0
			0	0	0

-----Aircraft Information-----

Make/Model - NIXON QUICKIE 1	Eng Make/Model - ONAN B48M	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 492	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 18 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	DEL RIO INTL
Wind Dir/Speed- 070/008 KTS	ATC/Airspace	Runway Ident - 13
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5105/ 75
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 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 - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 269
SE LAND, ME LAND	Months Since - 9	Make/Model- 1
	Aircraft Type - PA-23	Instrument- 62
		Last 24 Hrs - 1
		Last 30 Days- 1
		Last 90 Days- 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EARLIER IN THE DAY, THE PLT HAD FLOWN THE HOME BUILT ACFT ON ITS MAIDEN FLT OF 0.2 HRS WITH NO RPRTD PROBLEMS. HE STATED THAT AFTER TAKING OFF ON THE 2ND FLT, HE WAS CLIMBING AT APRX 200' AGL WHEN THE ACFT SEEMED TO HIT A GUST OF WIND & ROLL LEFT. HE APPLIED OPPOSITE AILERON WHICH FAILED TO CORRECT THE SITUATION. WITNESSES RPRTD THE ACFT STARTED A SHALLOW RGT TURN, THEN IT ENTERED A STEEP BANK & DOVE TOWARD THE GROUND. THE PLT INDCD THE ACFT ENTERED A DEPARTURE STALL & THERE WAS INSUFFICIENT ALT TO RECOVER. THE ACFT IMPACTED THE GROUND IN A NOSE LOW, LEFT WING LOW ATTITUDE. PRIOR TO THE DAY OF THE ACDNT, THE PLT HAD NO FLT TIME IN THIS MAKE & MODEL OF ACFT. HE HAD 1 HR OF FLT TIME IN OTHER ACFT DURING THE PREVIOUS 90 DAYS. THE 1256 CDT WIND AT DEL RIO, TX WAS RPRTD TO BE FROM 070 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1133

9/27/87

DEL RIO, TX

A/C Reg. No. N67SN

Time (Lcl) - 1325 CDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
  4.     LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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) 2,3

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. - 1127      9/30/87      ALVIN, TX      A/C Reg. No. N4443T      Time (Lcl) - 2000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-28-180  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2175  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A3A  
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- 350/007 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

PRIVATE  
Runway Ident      - 33  
Runway Lth/Wid      - 1800/ 150  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND  
HELICOPTER

Age - 25  
Biennial Flight Review  
Current      - YES  
Months Since      - 4  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 521      Last 24 Hrs - 0  
Make/Model- 112      Last 30 Days- UNK/NR  
Instrument- 90      Last 90 Days- 120  
Rotorcraft      - 286

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT INITIATED A SOFT FIELD TYPE TAKEOFF WITH 10 DEG OF FLAPS. HE SAID THAT HE STARTED THE TAKEOFF WITH "FULL AFT CONTROL WHEEL" UNTIL THE ACFT BECAME AIRBORNE, THEN HE LOWERED THE NOSE TO REMAIN IN GROUND EFFECT. HOWEVER, HE FAILED TO MAINTAIN AIRSPEED & THE ACFT DRIFTED TO THE LEFT OF THE RWY TOWARD TREES. ALSO, HE STATED THAT "POWER WAS SET AT FULL," BUT THE AIRSPEED "WAS NOT SUFFICIENT TO MAINTAIN CONTROLLED FLIGHT." SUBSEQUENTLY, THE ACFT "CRASHED IN A CONTROLLED MANNER INTO THE TREES." NO PREIMPACT PART FAILURE OR MALFUNCTION WAS RPRTD.

Brief of Accident (Continued)

File No. - 1127

9/30/87

ALVIN, TX

A/C Reg. No. N4443T

Time (Lc1) - 2000 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 - NOT OBTAINED - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF

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) 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. - 1030      10/10/87      HARLINGEN, TX

A/C Reg. No. N12102

Time (Lcl) - 1514 CDT

-----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 - DEMO  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - NORTH AMERICAN P82-B  
Landing Gear - TAILWHEEL-ALL RETRACTABLE  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - ROLLS ROYCE V-1650-25R  
Number Engines - 2  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 1600 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY  
Method - IN PERSON  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 350/005 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

RIO GRANDE VALLEY INTER'L  
Runway Ident - 17L  
Runway Lth/Wid - 5950/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND  
HELICOPTER

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 0  
Aircraft Type - P82-B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 5300  
Make/Model- 2  
Instrument- UNK/NR  
Multi-Eng - UNK/NR  
Last 24 Hrs - 1  
Last 30 Days- UNK/NR  
Last 90 Days- 32  
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ENGAGED IN A DEMONSTRATION FLIGHT WITH THE CONFEDERATE AIR FORCE AT RIO GRANDE VALLEY INTERNATIONAL AIRPORT. DURING THE APPROACH TO RUNWAY 17L THE PILOT FLARED THE AIRCRAFT TOO HIGH RESULTING IN A STALL AND AN EXCESSIVE RATE OF DESCENT. AT IMPACT THE RIGHT MAIN LANDING GEAR FAILED CAUSING A LOSS OF AIRCRAFT CONTROL. THE PILOT HAD FLOWN THE F82B APPROXIMATELY 2 HOURS IN THE PAST 3 MONTHS.



Brief of Accident (Continued)

File No. - 1030

10/10/87

HARLINGEN, TX

A/C Reg. No. N12102

Time (Lcl) - 1514 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
  2. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  3. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1119

6/11/87

SALT LAKE CITY,UT

A/C Reg. No. N692RF

Time (Lcl) - 2020 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

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	3

-----Aircraft Information-----

Make/Model - CESSNA T210H  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-C  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- UNK/NR  
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  
ROCK SPRINGS,WY  
Destination  
SALT LAKE CITY,UT

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 43

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - C-T210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	270	Last 24 Hrs -	4
Make/Model-	156	Last 30 Days-	UNK/NR	
Instrument-	16	Last 90 Days-	31	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD DSCNDG FROM 10,500 FEET MSL FOR AN APCH TO RWY 34 RIGHT AT THE SALT LAKE CITY ARPT. HE STATED HE HAD SELECTED LANDING FLAPS & HAD MOVED THE MIXTURE TO RICH & THE PROP TO HIGH RPM. AT 8,500 MSL, "THE ENGINE QUIT." SUBSEQUENTLY, THE PLT MADE A FORCED LANDING ON AN UNFINISHED SECTION OF HIGHWAY I-215, APRX ONE MI SOUTH OF THE ARPT. THE LANDING GEAR WAS NOT FULLY EXTENDED WHEN THE ACFT TOUCHED DOWN. AN EXAM OF THE ACFT REVEALED NO EVIDENCE OF A PRE-ACDNT FAILURE OR DEFICIENCY. AN OPNL CHECK OF THE ENG & A MAGNETO CHECK AT 2000 RPM REVEALED NO PRE-ACDNT PROBLEMS.

Brief of Accident (Continued)

File No. - 1119

6/11/87

SALT LAKE CITY,UT

A/C Reg. No. N692RF

Time (Lc1) - 2020 MDT

Occurrence #1      LOSS OF POWER  
Phase of Operation      DESCENT - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. GEAR EXTENSION - INITIATED - PILOT IN COMMAND
3. GEAR DOWN AND LOCKED - NOT ATTAINED -

-----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. - 1062      1/17/87      LYNCHBURG, VA      A/C Reg. No. N717AM      Time (Lcl) - 0145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- ROCKWELL 500S	Eng Make/Model	- LYCOMING IO-540-E1	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- TELEPHONE	FLEMINGTON, NJ	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	LYNCHBURG MUNICIPAL
Wind Dir/Speed	- 060/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- 03
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- 5799/ 150
Lowest Ceiling	- 2700 FT OVERCAST	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total	- 1103
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 155
	Aircraft Type - UNK/NR	Instrument	- 70
		Multi-Eng	- 700
		Last 24 Hrs	- 9
		Last 30 Days	- UNK/NR
		Last 90 Days	- 39
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LEAVING CLOUDS ABOUT 4500 FEET MSL, THE PIC MADE A VISUAL APPROACH TO RUNWAY 03 AT LYNCHBURG MUNICIPAL. ON SHORT FINAL THE COPILOT STATED THAT HE NOTICED WHAT SEEMED TO BE A GRADUAL INCREASE IN PITCH ATTITUDE WHILE THE AIRCRAFT WAS STILL TOO HIGH OFF THE RUNWAY. HE MENTIONED THIS TO THE PIC; HOWEVER, THE AIRCRAFT DESCENDED RAPIDLY AND CONTACTED THE RUNWAY, COLLAPSING THE LEFT MAIN GEAR. THE AIRCRAFT SLID A SHORT DISTANCE ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1062

1/17/87

LYNCHBURG,VA

A/C Reg. No. N717AM

Time (Lc1) - 0145 EST

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
  3. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND
  4. LIGHT CONDITION - DARK NIGHT
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1061      3/02/87      CHARLOTTESVILLE,VA      A/C Reg. No. N734ZD      Time (Lcl) - 1128 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	1
				0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	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 - 2150	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 - TELEPHONE	WINTERGREEN,VA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	STONE MOUNTAIN,GA	CHARLOTTESVILLE-ALBEMARLE
Wind Dir/Speed- 300/018 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6001/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 119
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - C-172N	Make/Model- 119
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

AFTER CLIMBING TO CRUISE ALTITUDE AND NOTING THAT THE WINDS WERE STRONGER THAN EXPECTED, THE PILOT ELECTED TO DIVERT TO CHARLOTTESVILLE. UPON ENTERING THE TRAFFIC PATTERN, THE PILOT NOTED THAT HE WOULD BE LANDING WITH A CROSSWIND FROM THE RIGHT. THE AIRCRAFT TOUCHED DOWN AND TRAVELED ABOUT 100 FEET BEFORE RUNNING OFF THE LEFT SIDE OF THE RUNWAY. WINDS WERE 300 DEGRESS AT 18 KNOTS.

Brief of Accident (Continued)

File No. - 1061

3/02/87

CHARLOTTESVILLE,VA

A/C Reg. No. N734ZD

Time (Lcl) - 1128 EST

-----  
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
- 

Occurrence #2        NOSE DOWN  
Phase of Operation    LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1063

3/13/87

NORFOLK,VA

A/C Reg. No. N8218E

Time (Lcl) - 1323 EST

-----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 - NORTH AMERICAN SNJ-5  
Landing Gear - TAILWHEEL-RETRACTABLE MAINS  
Max Gross Wt - 5300  
No. of Seats - 2

Eng Make/Model - P & W R-1340  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 600 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - ACFT RADIO  
Completeness - PARTIAL,LMTD BY PILOT  
Basic Weather - VMC  
Wind Dir/Speed- 010/020 KTS  
Visibility - 7.0 SM  
Lowest Sky/Clouds - 8000 FT. SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
FARMINGDALE,NY  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

NORFOLK INTERNATIONAL  
Runway Ident - 35  
Runway Lth/Wid - 4876/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP  
SE LAND,ME LAND,SE SEA

Age - 73

Biennial Flight Review

Current - YES  
Months Since - 3  
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 20600	Last 24 Hrs - 4
Make/Model- 2600	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 12
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TOWER CLEARED THE AIRCRAFT TO LAND ON RUNWAY 35 AT NORFOLK INTERNATIONAL AIRPORT WITH WINDS FROM 010 DEGREES AT 20 TO 25 KNOTS. THE PILOT STATED THAT ALL OTHER TRAFFIC WAS USING RUNWAY 05. DURING LANDING ROLL THE AIRCRAFT STARTED TO DRIFT TO THE RIGHT, GROUNDLOOPED, COLLAPSING THE LEFT GEAR. THE PILOT STATED HE "SHOULD HAVE INSISTED ON USING RUNWAY 05, THE AIRCRAFT CAN BETTER WITHSTAND A LEFT CROSSWIND."



Brief of Accident (Continued)

File No. - 1063

3/13/87

NORFOLK,VA

A/C Reg. No. N8218E

Time (Lcl) - 1323 EST

-----  
Occurrence #1        LOSS OF CONTROL - ON GROUND  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
  2. WEATHER CONDITION - GUSTS
  3.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

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) 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. - 1145      7/18/87      SALUDA, VA      A/C Reg. No. N1810E      Time (Lcl) - 1830 EDT

-----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      -MANEUVERING			0	0	0	1

-----Aircraft Information-----

Make/Model      - AERONCA 7AC	Eng Make/Model - CONTINENTAL A-65	ELT Installed/Activated - YES/YES
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      - 65 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing      - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method      - UNK/NR	SAME AS ACC/INC	
Completeness      - WEATHER NOT PERTINENT	Destination	<b>Airport Data</b>
Basic Weather      - VMC	LOCAL	HUMMEL
Wind Dir/Speed- 200/015 KTS	ATC/Airspace	Runway Ident      - 18
Visibility      - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 2500/ 45
Lowest Sky/Clouds      - CLEAR	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 - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 206
SE LAND	Months Since      - 1	Make/Model- 103
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING THRU APRX 400 TO 500 FT AFTER TAKEOFF, THE PLT MADE A SLIGHT RGT TURN WHICH WAS FLWD BY A LEFT BANK. AFTER MOVING THE CONTROL STICK FOR A LEFT BANK, IT JAMMED TO THE LEFT & WAS RESTRICTED IN FORE & AFT MOVEMENT. THE PLT APPLIED FULL RGT RUDDER & ALTERNATED BTN FULL & PARTIAL PWR. THIS PLACED THE ACFT IN A SKID. SUBSEQUENTLY, IT DSCNDD & STRUCK A 60 TO 70 FT PWR LINE, THEN CAME TO REST IN A FIELD. AN EXAM REVEALED THERE WAS A PLASTIC FUEL SAMPLER & A CLOTH PITOT COVER WITH A METAL CLIP IN THE BELLY OF THE FUSELAGE. MARKINGS WERE FND WHICH VERIFIED THE SAMPLER HAD WEDGED BTN THE CONTROL STICK INTERCONNECT TUBE & THE FUSELAGE STRUCTURE. WHEN THE SAMPLER WAS PLACED IN THAT PSN AFTER THE ACDNT, THE CONTOLS WOULD JAM AS DESCRIBED BY THE PLT. AN EXAM FOR PSBL SOURCES OF FOREIGN OBJECTS REVEALED THERE WERE OPENINGS AT BOTH BOOT COVERS FOR THE CONTROL STICKS. BOTH BOOT COVERS WERE DETERIORATED. ALSO, THERE WAS A 2" CUT-OUT WHERE THE UPPER ELEV CONTROL CABLE EXTENDED UPWARD FM THE FLOORBOARD AT THE REAR BULKHEAD.

Brief of Accident (Continued)

File No. - 1145

7/18/87

SALUDA,VA

A/C Reg. No. N1810E

Time (Lcl) - 1830 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISC EQPT/FURNISHINGS - DETERIORATED
2. MAINTENANCE - INADEQUATE - OTHER MAINTENANCE PSNL
3. FUSELAGE - FOREIGN OBJECT
4. FLT CONTROL SYST,AILERON CONTROL - JAMMED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. AILERON - NOT POSSIBLE -

Occurrence #3 FORCED LANDING  
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - WIRE,TRANSMISSION

-----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. - 1054      7/19/87      BASYE,VA      A/C Reg. No. N6769U      Time (Lcl) - 0940 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M-20C	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2575	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

<b>Weather Data</b> Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 360/005 KTS Visibility - 10.0 SM Lowest Sky/Clouds - CLEAR Lowest Ceiling - NONE Obstructions to Vision- HAZE Precipitation - NONE Condition of Light - DAYLIGHT	<b>Itinerary</b> Last Departure Point MANASSAS,VA Destination SAME AS ACC/INC  <b>ATC/Airspace</b> Type of Flight Plan - NONE Type of Clearance - NONE Type Apch/Lndg - TRAFFIC PATTERN FULL STOP	<b>Airport Proximity</b> ON AIRPORT  <b>Airport Data</b> SKY BRYCE Runway Ident - 05 Runway Lth/Wid - 2240/ 50 Runway Surface - ASPHALT Runway Status - DRY
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-----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 - 946	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - M-20C	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE PILOT APPLIED BRAKES DURING THE LANDING ROLL THE ACFT SWERVED LEFT. HE APPLIED THE RIGHT BRAKE TO STRAIGHTEN THE ACFT AND THE ACFT SWERVED RIGHT. THE PILOT ATTEMPTED TO CORRECT WITH LEFT BRAKE AND THE RIGHT MAIN GEAR COLLAPSED. NO MALFUNCTIONS WERE FOUND WITH THE BRAKE SYSTEM.

Brief of Accident (Continued)

File No. - 1054

7/19/87

BASYE,VA

A/C Reg. No. N6769U

Time (Lc1) - 0940 EDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
4. LANDING GEAR,MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1108      3/20/87      RUTLAND,VT      A/C Reg. No. N2083K      Time (Lc1) - 1915 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200T	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	- 4570	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 200 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 - IMC</p> <p>Wind Dir/Speed- 070/003 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 2800 FT BROKEN</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 NORWOOD, MA</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 - LDA</p> <p style="text-align: center;">FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data RUTLAND</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 5000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - WET</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 - 34</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - PA-34</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 816</p> <p>Make/Model- 104</p> <p>Instrument- 154</p> <p>Multi-Eng - 104</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 32</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL; THE PLT WAS CLEARED FOR AN LDA/NDB APCH TO RWY 19. WHEN SHE "WENT VISUAL" ON THE APCH, A CHECK OF THE VASI SHOWED SHE WAS HI, SO SHE SLIPPED THE ACFT TO LOSE ALT. THE WINDS WERE RPRTD AS LIGHT & VARIABLE, BUT PLT RPRTD THAT DRG THE LNDG, THERE WAS A SLIGHT TAIL WIND & THE ACFT WAS SLIGHTLY FAST WHICH CAUSED IT TO FLOAT. SHE ESTD THE ACFT TOUCHED DOWN ABOUT 1/3 OF THE WAY DOWN THE RWY. AT THAT POINT, THERE SEEMED TO BE SUFFICIENT RWY REMAINING; HOWEVER, THE PLT NOTED NO BRAKING ACTION ON THE WET RWY. THE RATED PASSENGER IN THE RGT FRONT SEAT ALSO APPLIED BRAKES, BUT TO NO AVAIL. SUBSEQUENTLY, THE ACFT CONTD OFF THE RWY, WENT OVER A 20 FT EMBANKMENT & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1108

3/20/87

RUTLAND,VT

A/C Reg. No. N2083K

Time (Lcl) - 1915 EST

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - TAILWIND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET
7. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
8. BRAKES(NORMAL) - ATTEMPTED -

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,7,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1009      7/03/87      VASHON, WA      A/C Reg. No. N3736J      Time (Lcl) - 1753 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-INSTRUCTIONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	2	0	0	0
Accident Occurred During	-APPROACH	ON GROUND	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150G	Eng Make/Model	- CONTINENTAL O-200A	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-----

<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- 200/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - 1000 FT SCATTERED</p> <p>Lowest Ceiling - 2800 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>SEATTLE, 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 - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>WAX ORCHARDS</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - 2200/ 60</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</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>Age - 20</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - BE-76</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 854</p> <p>Make/Model- 15</p> <p>Instrument- 76</p> <p>Multi-Eng - 18</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 94</p> <p>Last 90 Days- 235</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT DEPARTED ON A ROUTINE INSTRUCTIONAL FLIGHT. RADAR TRACK INDICATED AIRCRAFT ENGAGING IN MANEUVERS TYPICAL OF INSTRUCTIONAL HIGH WORK (STALLS/TURN/SLOW FLIGHT) FOLLOWED BY LEFT ORBIT ABOUT GRASS AIRSTRIIP USED ONLY FOR PRACTICE EMERGENCY LANDING PROCEDURES. WITNESSES REPORTED HEARING SOUND OF POWER CESSATION & OBSERVED AIRCRAFT MANEUVERING ABOUT AIRSTRIIP. LAST RADAR TARGET SHOWED AIRCRAFT ABEAM FIELD AND NORTHBOUND STILL ENGAGED IN COUNTERCLOCKWISE TURN. ACCIDENT SITE WAS LOCATED 390 FEET NORTH OF APPROACH END AND SLIGHTLY ACROSS EXTENDED CENTERLINE INDICATING AN OVERSHOOT. FLAPS WERE FOUND FULLY RETRACTED. CRASH DYNAMICS INDICATED A LOW ENERGY LEFT STALL/SPIN INTO GROUND. STUDENT HAD FLOWN ONLY ONCE IN PREVIOUS 117 DAYS (WITH ANOTHER INSTRUCTOR & IN A DIFFERENT LOCALE).



Brief of Accident (Continued)

File No. - 1009

7/03/87

VASHON,WA

A/C Reg. No. N3736J

Time (Lcl) - 1753 PDT

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Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
  2. AIRSPEED - NOT MAINTAINED - DUAL STUDENT
  3. LACK OF RECENT TOTAL EXPERIENCE - DUAL STUDENT
  4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
  5. STALL/SPIN
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

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Occurrence #3      FIRE  
Phase of Operation      OTHER

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-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1006      7/03/87      OLYMPIA, WA      A/C Reg. No. N55FS      Time (Lcl) - 1248 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 206	Eng Make/Model - CONTINENTAL TSIO-520C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	REDMOND, OR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	OLYMPIA
Wind Dir/Speed- 300/007 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 3200 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 4500
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) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL. THE AIRCRAFT VEERED TO THE SIDE OF THE RUNWAY ONTO SOFT TERRAIN. THE AIRCRAFT THEN NOSED OVER INVERTED. INVESTIGATION REVEALED THAT THE NOSE GEAR HAD COLLAPSED BUT THE REASON FOR THE FAILURE COULD NOT BE DETERMINED. THE PILOT STATED THAT HE HAD A NOSE GEAR DAMPER PROBLEM.

Brief of Accident (Continued)

File No. - 1006

7/03/87

OLYMPIA,WA

A/C Reg. No. N55FS

Time (Lc1) - 1248 PDT

Occurrence #1 NOSE GEAR COLLAPSED  
Phase of Operation LANDING - ROLL

Finding(s)  
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING - ROLL

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. - 1147      7/12/87      SPOKANE,WA      A/C Reg. No. N400JT      Time (Lcl) - 1500 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BOEING IB75A	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	FELTS FIELD
Wind Dir/Speed	- 190/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 21R
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	- 4500/ 150
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 202	Last 24 Hrs - 2
SE LAND	Months Since - 2	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 6	Last 90 Days - 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE LANDED, THE WIND WAS FROM 190 DEG AT 6 GUSTING 12 KTS. DRG THE LANDING ROLL, AFTER SLOWING TO AN ESTIMATED 15 KTS, THE ACFT ENCOUNTERED A GUST OF WIND WHICH CAUSED "THE RIGHT WING TO DIP." SUBSEQUENTLY, THE ACFT "ROTATED" ABOUT 60 DEG DAMAGING THE LOWER RIGHT WING TIP & SPAR, BUT THE PLT WAS ABLE TO TAXI TO THE PARKING AREA.

Brief of Accident (Continued)

File No. - 1147

7/12/87

SPOKANE,WA

A/C Reg. No. N400JT

Time (Lcl) - 1500 PDT

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Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1008      7/16/87      DEER PARK,WA      A/C Reg. No. N18933      Time (Lcl) - 1930 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	1	0

-----Aircraft Information-----

Make/Model      - BEECH C23  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2450  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4J  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 50.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SPOKANE,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age      - 64  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 26915	Last 24 Hrs - 2
Make/Model-	175	Last 30 Days- UNK/NR
Instrument-	470	Last 90 Days- 93
Multi-Eng -	1485	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB, AT ABOUT 100 FEET AGL, A LOSS OF POWER OCCURRED. THE PILOT MADE A SHALLOW TURN TO AVOID OBSTACLES AND LANDED IN A PLOWED FIELD. DURING LANDING ROLL THE NOSE GEAR AND RIGHT MAIN GEAR COLLAPSED, DRAGGING THE RIGHT WING. NO REASON COULD BE DETERMINED FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1008

7/16/87

DEER PARK,WA

A/C Reg. No. N18933

Time (Lcl) - 1930 PDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)  
1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)  
2. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4      DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation      LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1149

7/23/87

BELLEVUE,WA

A/C Reg. No. N5768J

Time (Lcl) - 1750 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	5

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire  
NONE

-----Aircraft Information-----

Make/Model - CESSNA T210K  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3800  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - TELEPHONE  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 360/005 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  
RENTON,WA  
Destination  
FRIDAY HARBOR,WA

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
ATP,CFI  
SE LAND,ME LAND,SE SEA

Age - 42

Biennial Flight Review  
Current - YES  
Months Since - 14  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	2860
Last 24 Hrs	0
Make/Model	58
Last 30 Days	UNK/NR
Instrument	528
Last 90 Days	49
Multi-Eng	1120
Rotorcraft	68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TKOF, THE PLT LEVELED AT ABOUT 1500' & ADJUSTED THE PWR TO A LOW CRUISE SETTING. A SHORT TIME LATER, THE ENG BGN MISSING & SUBSEQUENTLY LOST ALL PWR. THE PLT FOLLOWED THE EMERG PROCEDURES, BUT WAS UNABLE TO RESTART THE ENG. HE MANUEVERED THE ACFT TO LAND ON A GOLF COURSE, BUT DELAYED EXTENDING THE LANDING GEAR TO CLEAR OVER PWR LINES & TREES. AFTER CLEARING THE OBSTRUCTIONS, HE LOWERED THE GEAR SWITCH, BUT THE ACFT TOUCHED DOWN BEFORE THE GEAR WAS FULLY EXTENDED. A CHECK OF THE ENG REVEALED THE MAGNETOS WERE NOT PROVIDING IGNITION. EVIDENCE OF CARBON TRACKING WAS PRESENT IN BOTH MAGNETOS. WHEN THE MAGNETOS WERE CHECKED, A SPARK WAS OBSERVED ARCING ACROSS THE MAGNETO BARS. THE MANUFACTURER RECOMMENDED THE MAGNETOS (SLICK MODEL 622R) BE SERVICED EACH 500 HRS. THE MAGS IN THIS ACFT HAD A TOTAL FLT TIME OF 556 HRS SINCE INSTALLATION.



Brief of Accident (Continued)

File No. - 1149

7/23/87

BELLEVUE,WA

A/C Reg. No. N5768J

Time (Lcl) - 1750 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation      CRUISE

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ARCING
2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. GEAR EXTENSION - DELAYED -
5. GEAR DOWN AND LOCKED - NOT ATTAINED -

-----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. - 1158      7/30/87      SUNNYSIDE,WA      A/C Reg. No. N6133B      Time (Lc1) - 2020 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 - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	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 AIRPORT
Method - UNK/NR	MONTAGUE,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SUNNYSIDE MUNI
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 25
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3500/ 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 192
SE LAND	Months Since - UNK/NR	Make/Model- 82
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHEN HE WAS LNDG ON RWY 25, THE SUN WAS JUST ABOVE THE HORIZON & SHINING DIRECTLY DOWN THE RWY. HE SAID HE MISJUDGED THE DISTANCE TO THE GROUND & LNDD HARD ON THE NOSE GEAR. SUBSEQUENTLY, THE NOSE GEAR COLLAPSED, THE ACFT VEERED OFF THE RWY, THEN IT WENT INTO A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1158

7/30/87

SUNNYSIDE,WA

A/C Reg. No. N6133B

Time (Lc1) - 2020 PDT

Occurrence #1           HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LIGHT CONDITION - SUNGLARE
2. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD

Occurrence #3           LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #4           ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING

Finding(s)

6. TERRAIN CONDITION - DITCH

Occurrence #5           NOSE OVER  
Phase of Operation      LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1141      7/31/87      PLYMOUTH, WA      A/C Reg. No. N4229X      Time (Lcl) - 1300 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- ROCKWELL INTL S-2R	Eng Make/Model	- P&W R-1340-AN-1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	KENNEWICK, WA	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Surface
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A
	- DAYLIGHT	

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total
SE LAND	Months Since	- 3	- 12000
	Aircraft Type	- UNK/NR	Last 24 Hrs
			- 10
		Make/Model	- UNK/NR
		Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
			Last 30 Days
			- UNK/NR
			Last 90 Days
			- 155
			Rotorcraft
			- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A SWATH RUN, A TOTAL LOSS OF POWER OCCURRED WHEN THE ENG'S #9 CYLINDER FAILED. THE PLT MADE A FORCED LNDG IN A SOFT POTATO FIELD, BUT THE ACFT NOSED OVER AFTER IT SLOWED TO ABOUT 20 KTS.

Brief of Accident (Continued)

File No. - 1141

7/31/87

PLYMOUTH, WA

A/C Reg. No. N4229X

Time (Lcl) - 1300 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - 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
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

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. - 1155      8/04/87      EATONVILLE,WA      A/C Reg. No. N9233R      Time (Lc1) - 1315 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	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA TR182	Eng Make/Model - LYCOMING O-540-L3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - UNK/NR	Last Departure Point CORVALLIS,OR	
Method - UNK/NR	Destination	Airport Data
Completeness - UNK/NR	SAME AS ACC/INC	SWANSON
Basic Weather - VMC	ATC/Airspace	Runway Ident - 34
Wind Dir/Speed- 360/009 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 100
Visibility - 40.0 SM	Type of Clearance - NONE	Runway Surface - GRAVEL
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 - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 410
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 141
		Last 30 Days- UNK/NR
		Instrument- 82
		Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG A LNDG, THE APCH WAS A LITTLE HIGH & THE ACFT TOUCHED DOWN LONG ON THE TURF/GRAVEL RWY. HE THOUGHT THERE WAS SUFFICIENT RWY REMAINING TO STOP & DID NOT INITIATE A GO-AROUND. HOWEVER, HE SAID "BRAKING ON DRY GRASS & MOSS WAS NOT EFFECTIVE AND I RAN OFF THE RUNWAY AT A SPEED UNDER 20 KTS." THE ACFT CONTD DOWN AN EMBANKMENT WHERE THE NOSE & RGT MAIN GEAR WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1155

8/04/87

EATONVILLE, WA

A/C Reg. No. N9233R

Time (Lcl) - 1315 PDT

Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1070      8/16/87      BELLEVUE, WA      A/C Reg. No. N41871      Time (Lcl) - 1333 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	1	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- FLEET 16B	Eng Make/Model	- KINNER R56	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2050	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	ALDERWOOD MANOR, WA	Runway Ident
Wind Dir/Speed	ATC/Airspace	- N/A
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- FORCED LANDING	- N/A
Precipitation		
Condition of Light		

-----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	- 775
SE LAND	Months Since - 24	Make/Model	- 48
	Aircraft Type - UNK/NR	Instrument	- 228
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXECUTED AN EMERGENCY LANDING ON A GOLF COURSE AFTER A POWER LOSS WHICH HE ATTRIBUTED TO CARBURETOR ICE. SUBSEQUENT TO THE LANDING THE AIRCRAFT WAS FUELED WITH 10 GALLONS OF AUTOMOTIVE GASOLINE. THE FUEL WAS CHECKED FOR WATER AT THE STRAINER DRAIN AND THE PILOT AND RATED PASSENGER THEN TAXIED OUT CONDUCTING AN ENGINE RUNUP BEFORE TAKING OFF. SHORTLY AFTER TAKEOFF THE ENGINE ABRUPTLY QUIT AND THE PILOT ATTEMPTED TO TURN BACK TO THE GOLF COURSE, THE ONLY SUITABLE LANDING AREA AVAILABLE. THE ALTITUDE OF THE AIRCRAFT AT THE TIME OF THE POWER LOSS PRECLUDED A SUCCESSFUL COURSE REVERSAL AND LANDING AND THE AIRCRAFT COLLIDED WITH A TREE. NO MECHANICAL MALFUNCTION COULD BE RELATED TO THE ENGINE NOR WAS THERE ANY EVIDENCE OF WATER IN THE FUEL. ALTHOUGH CARBURETOR ICING CONDITIONS EXISTED AT THE TIME OF THE ACCIDENT THE RAPIDITY OF THE POWER CESSATION WAS SUCH THAT CARBURETOR ICING WAS UNLIKELY.



Brief of Accident (Continued)

File No. - 1070

8/16/87

BELLEVUE,WA

A/C Reg. No. N41871

Time (Lc1) - 1333 PDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation    CLIMB - TO CRUISE

Finding(s)  
1. FUEL SYSTEM - UNDETERMINED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)  
2. ALTITUDE - INADEQUATE -  
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. - 1088      2/01/87      EAST TROY,WI      A/C Reg. No. N71383      Time (Lcl) - 2105 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 182M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2800  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-470-R  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 230 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- 270/009 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 3200 FT OVERCAST  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
COTTAGE GROVE,WI  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age      - 45  
Biennial Flight Review  
Current      - YES  
Months Since      - 21  
Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1161      Last 24 Hrs      - 3  
Make/Model- 533      Last 30 Days- UNK/NR  
Instrument- 45      Last 90 Days- 38

Instrument Rating(s)      - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS CRUISING AT APPROXIMATELY 2000 FEET AGL WHEN THE ENGINE BEGAN RUNNING ROUGH. THE PLT STATED THAT HE ADDED CARBURETOR HEAT AND LEANED THE MIXTURE, BUT THE ENGINE CONTINUED TO RUN ROUGH. THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING IN AN OPEN FIELD. THE PILOT SUCCESSFULLY LANDED AND TAXIED OUT OF THE FIELD ONTO A STREET AND ATTEMPTED TO TAKEOFF FROM A ROAD IN A SUBDIVISION DURING DARK NIGHT LIGHT CONDITIONS. HE STATED THE ACFT HAD JUST BECOME AIRBORNE WHEN THE NOSEWHEEL STRUCK UPWARD SLOPING GROUND IN A VACANT LOT. THE TAKEOFF WAS ABORTED AND THE ACFT CAME TO REST ON THE SLOPE.

Brief of Accident (Continued)

File No. - 1088

2/01/87

EAST TROY, WI

A/C Reg. No. N71383

Time (Lcl) - 2105 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. TERRAIN CONDITION - RISING
2. LIGHT CONDITION - DARK NIGHT
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. 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) 3,4,5

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. - 1198      5/17/87      NEILLSVILLE,WI      A/C Reg. No. N50499      Time (Lc1) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew  
Pass

Fatal  
0  
0

Injuries

Serious

0

Minor

2

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 150J  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - LYCOMING O-320-E2D  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 150 HP

ELT Installed/Activated - UNK/NR  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 220/008 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  
NEILLSVILLE,WI

Destination  
ELROY,WI

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance      - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NEILLSVILLE MUNI  
Runway Ident      - 09  
Runway Lth/Wid      - 3000  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 71

Biennial Flight Review

Current      - YES  
Months Since      - 10  
Aircraft Type      - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 6429      Last 24 Hrs - 1  
Make/Model- 35      Last 30 Days- UNK/NR  
Instrument- 100      Last 90 Days- 17  
Multi-Eng - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A STUDENT & INSTRUCTOR (CFI) WERE ON A DUAL X-COUNTRY FLT FM ELROY TO NEILLSVILLE & RTRN. THE FLT TO NEILLSVILLE WAS UNEVENTFULL. AFTER THE ACFT WAS ON THE GND APRX 20 MIN, HOT STARTING PROCEDURES WERE USED TO START THE ENG FOR THE RTRN FLT. ENG RUNUP & TAKEOFF WERE NORMAL UNTIL THE ACFT WAS APRX 150 FT AGL, THEN THE ENG LOST PWR. THE CFI TOOK CTL OF THE ACFT & ATMTD A RESTART WHILE PUMPING THE THROTTLE. HE TURNED RGT ABOUT 30 DEG FOR AN EMERG LNDG. DRG THE LNDG, THE ACFT HIT THE TOPS OF SMALL TREES, ENCOUNTERED SOFT DIRT & NOSED OVER. SUBSEQUENTLY, IT BEGAN BURNING & WAS DESTROYED BY FIRE. DRG THE INVESTIGATION, NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND THAT WOULD HAVE CAUSED THE LOSS OF POWER. THE PLT BELIEVED THE LOSS OF POWER WAS DUE TO A VAPOR LOCK, BUT THIS WAS NOT VERIFIED. THE PLT RPRTD THE ACFT HAD BEEN SVCD WITH A 50/50 MIXTURE OF 100 OCTANE LOW LEAD FUEL & NO-LEAD AUTO FUEL. LYCOMING SVC INSTRN #1070K DID NOT PERMIT THE USE OF AUTO FUEL DUE TO ITS CORROSIVE EFFECT & BECAUSE OF VAPOR LOCK THAT COULD RESULT FM ITS HI VAPOR PRESSURE.

Brief of Accident (Continued)

File No. - 1198

5/17/87

NEILLSVILLE,WI

A/C Reg. No. N50499

Time (Lc1) - 1830 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED
  2. FLUID,FUEL GRADE - IMPROPER
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING

Finding(s)

3. TERRAIN CONDITION - HIGH VEGETATION
  4. TERRAIN CONDITION - SOFT
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1092      5/31/87      IOLA,WI      A/C Reg. No. N65090      Time (Lcl) - 1100 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

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - AIRCOUPE A-2-DEX  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1450  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL C-90  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 45 HP

ELT Installed/Activated - YES-UNK/NR  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Wind Dir/Speed- 250/008 KTS

Visibility      - 20.0 SM

Lowest Sky/Clouds      - 3500 FT SCATTERED

Lowest Ceiling      - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
ON AIRPORT

Airport Data

CENTRAL COUNTY

Runway Ident      - 22

Runway Lth/Wid      - 2600/ 100

Runway Surface      - GRASS/TURF

Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current      - YES

Months Since      - 17

Aircraft Type      - A-2-DEX

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 553

Make/Model- 30

Instrument- 77

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 40

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A LOSS OF ENGINE POWER SHORTLY AFTER TAKEOFF AND WAS FORCED TO MAKE AN EMERGENCY LANDING NEXT TO THE RUNWAY. ON LANDING ROLL THE NOSE WHEEL OF THE AIRCRAFT STUCK IN THE GROUND, FLIPPING THE AIRCRAFT OVER ONTO ITS BACK. ACCORDING TO A PASSENGER ON AN EARLIER FLIGHT, THE AIRCRAFT HAD EXPERIENCED AN ENGINE FAILURE ON THE EARLIER FLIGHT, BUT LANDED SAFELY ON THE REMAINING RUNWAY. THERE WAS NO EVIDENCE FOUND OR PROVIDED BY THE PILOT TO SHOW THAT ANY CORRECTIVE MAINTENANCE WAS PERFORMED TO CORRECT OR DETERMINE THE CAUSE OF THE PREVIOUS ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1092

5/31/87

IOLA,WI

A/C Reg. No. N6509Q

Time (Lc1) - 1100 CDT

-----  
Occurrence #1        LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. MISCELLANEOUS - UNDETERMINED
  2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
  3. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1170      9/02/87      APPLETON,WI      A/C Reg. No. N9168N      Time (Lcl) - 1215 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -MAXAIR	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	4
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - AERO COMMANDER 690	Eng Make/Model - AIRESEARCH TPE-331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9400	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 718 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ST. LOUIS,MO	OUTAGAMIE COUNTY
Wind Dir/Speed- 330/006 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - 12000 FT THIN BKN	Type of Clearance - VFR	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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 10000
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 2405
	Aircraft Type - UNK/NR	Instrument- 2000
		Multi-Eng - 9500
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 105

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT AFTER THE ACFT WAS AT CRUISE FLT, THERE WAS A RAPID LOSS OF HYDRAULIC PRESSURE. HE RETURNED TO THE DEP ARPT, BUT WAS UNABLE TO GET THE LEFT MAIN GEAR TO LOCK DOWN. SUBSEQUENTLY, THE LEFT MAIN GEAR COLLAPSED WHEN THE ACFT WAS LANDED. AN INVESTIGATION REVEALED A HYDRAULIC LINE IN THE LEFT WING HAD FAILED WHICH HAD ALLOWED A LOSS OF HYDRAULIC FLUID & PRESSURE. ALSO, THERE WAS A STICKING PRIORITY VALVE. WITH THESE PROBLEMS, THE GEAR COULD NOT BE EXTENDED WITH EITHER THE NORMAL OR EMERG SYS.



Brief of Accident (Continued)

File No. - 1170

9/02/87

APPLETON,WI

A/C Reg. No. N9168N

Time (Lc1) - 1215 CDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. HYDRAULIC SYSTEM,LINE - RUPTURED
  2. HYDRAULIC SYSTEM,BYPASS VALVE - BINDING(MECHANICAL)
- 

Occurrence #2        MAIN GEAR COLLAPSED  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED -
  4. GEAR DOWN AND LOCKED - NOT POSSIBLE -
  5. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1146      6/24/87      MAYSVILLE,WV      A/C Reg. No. N150VA      Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire      NONE

Crew      0  
Pass      0

Fatal      0  
0

Injuries

Serious      0  
Minor      1  
0

None      0  
0

-----Aircraft Information-----

Make/Model      - CESSNA 150/HORTON STOL  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated      - 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      - 360/003 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  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRSTRIIP

Airport Data

PRIVATE AIRSTRIIP  
Runway Ident      - 03  
Runway Lth/Wid      - 470/ 40  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age      - 52  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type      - C-150

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)  
Total      - 91      Last 24 Hrs      - 2  
Make/Model      - 91      Last 30 Days      - UNK/NR  
Instrument      - 2      Last 90 Days      - 4

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT/OWNER WAS FLYING A CESSNA 150 WHICH WAS EQUIPPED WITH A HORTON STOL KIT. DRG AN APCH TO RWY 3, HE USED AN AIRSPEED OF 40 KTS. WHILE APCHG THE RWY, THE ACFT SETTLED & THE NOSE GEAR STRUCK A BUMP ON THE APCH EDGE OF THE RWY. THE PLT RPRTD THAT THE IMPACT BENT THE TAIL ABOUT 15 DEG & DAMAGED THE NOSE GEAR. ALSO, HE RPRTD THE WIND WAS FROM 360 DEG A 3 KTS. HE THOUGHT THE ACFT ENCOUNTERED A SLIGHT DOWNDRAFT JUST BFR IMPACT.

Brief of Accident (Continued)

File No. - 1146

6/24/87

MAYSVILLE,WV

A/C Reg. No. N150VA

Time (Lcl) - 1730 EDT

Occurrence #1           UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN  
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) 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. - 1075      7/16/87      SPENCER,WV      A/C Reg. No. N47058      Time (Lcl) - 2000 EDT

-----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	- FLEET 16B	Eng Make/Model	- KINNER R55	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2050	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 - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SLATE RUN</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 1720/ 30</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>COMMERCIAL</p> <p>SE LAND,ME LAND</p> <p>HELICOPTER</p>	<p>Age - 59</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 16</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3399</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 6</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF ON RUNWAY 16, THE ENGINE BEGAN MISFIRING. THE PILOT TURNED BACK TOWARD THE AIRPORT TO MAKE A LANDING. HE CIRCLED THE AIRPORT AND THEN ATTEMPTED TO LAND ON RUNWAY 34. THE PILOT STATED HE WAS OVER THE APPROACH END OF RUNWAY 34, TURNING LEFT FROM BASE TO FINAL AND WAS UNABLE TO MAINTAIN AIRSPEED. THE AIRCRAFT IMPACTED THE RUNWAY, IN A LEFT BANK ATTITUDE, ABOUT 40 FEET PAST THE RUNWAY THRESHOLD AND SKIDDED TO A STOP ABOUT 50 FEET OFF THE RIGHT SIDE OF THE RUNWAY. EXAMINATION OF THE AIRCRAFT DISCLOSED A RICH FUEL MIXTURE CONDITION IN THE CYLINDERS CONNECTED TO THE PRIMER LINES. THE PRIMER CONTROL KNOB WAS FOUND IN THE UNLOCKED POSITION.

Brief of Accident (Continued)

File No. - 1075

7/16/87

SPENCER, WV

A/C Reg. No. N47058

Time (Lcl) - 2000 EDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, PRIMER SYSTEM - OPEN
  2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  3. FLUID, FUEL - PRESSURE EXCESSIVE
  4. FUEL SYSTEM, PRIMER SYSTEM - UNLOCKED
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
- 

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) 1,2,4,5,6

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1099

8/16/87

GRAFTON,WV

A/C Reg. No. N59FC

Time (Lcl) - 1530 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - DESCENT

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - LAKE LA-4-200  
Landing Gear - AMPHIBIAN  
Max Gross Wt - 2690  
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B  
Number Engines - 1  
Engine Type - UNK/NR  
Rated Power - 200 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR  
Method - UNK/NR  
Completeness - WEATHER NOT PERTINENT

Itinerary

Last Departure Point  
FAIRMONT,WV  
Destination  
SAME AS ACC/INC

Airport Proximity  
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 200/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 5000 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 - TRAFFIC PATTERN

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 - 29  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - LA-4

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	538	Last 24 Hrs	-	3
Make/Model	-	116	Last 30 Days	-	UNK/NR
Instrument	-	UNK/NR	Last 90 Days	-	41
Multi-Eng	-	UNK/NR	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE PLT DURING THE WATER LANDING THE ACFT ENCOUNTERED THE WAKE OF A BOAT THAT HAD CROSSED THE PATH OF THE ACFT. AS A RESULT THE ACFT BOUNCED ABOUT 20 FT HIGH. THE PLT APPLIED FULL POWER TO RECOVER; HOWEVER, THE ACFT IMPACTED THE WATER. HE STARTED A GO-AROUND WHEN HE REALIZED THAT THE ACFT WAS APPROACHING THE SHORELINE AND THAT THERE WAS INSUFFICIENT LANDING DISTANCE REMAINING ON THE LAKE. THE PLT WAS UNABLE TO ACHIEVE A POSITIVE CLIMB BEFORE THE ACFT IMPACTED TREES AND DESCENDED TO THE GROUND IN A NOSE DOWN ATTITUDE.

Brief of Accident (Continued)

File No. - 1099

8/16/87

GRAFTON, WV

A/C Reg. No. N59FC

Time (Lc1) - 1530 EDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING

Finding(s)

1. TERRAIN CONDITION - WATER, ROUGH
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      GO-AROUND (VFR)

Finding(s)

4. GO-AROUND - DELAYED - PILOT IN COMMAND
  5. CLIMB - INADEQUATE - PILOT IN COMMAND
  6. 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) 3,4,6

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. - 1112      8/21/87      BASIN,WY      A/C Reg. No. N72414      Time (Lcl) - 1900 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 -DESCENT	Crew	0	0	0	0
	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 - 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	PRIVATE
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 8000 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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7000
SE LAND,ME LAND	Months Since - 3	Make/Model- 4000
	Aircraft Type - C-172	Instrument- 48
		Multi-Eng - 50
		Last 24 Hrs - 8
		Last 30 Days- 70
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS TAKING OFF ON A PRIVATE, 2300 FT, DIRT, AG STRIP WITH A LOAD OF CHEMICALS. THE ARPT ELEV WAS 4185 FT & THE RPRTD TEMP WAS 74 DEG. THE PLT SAID THE WIND WAS CALM WHEN HE BEGAN HIS TAKEOFF ROLL, BUT ABOUT 3/4 OF THE WAY DOWN THE RWY, THE ACFT ENCOUNTERED A SUDDEN GUST OF WIND. ALSO, HE SAID THERE WERE CUMULUS CLOUDS IN THE VCNTY & THE GUST WAS FROM THE TAIL OF THE ACFT. AT THAT POINT, HE WAS COMMITTED EITHER TO CONT THE TAKEOFF OR TO HIT A DITCH AT THE END OF THE RWY. HE ELECTED TO CONT THE TAKEOFF. THE ACFT BECAME AIRBORNE, BUT IT STALLED & CRASHED ABOUT 1/2 MI FROM THE STRIP.



Brief of Accident (Continued)

File No. - 1112

8/21/87

BASIN,WY

A/C Reg. No. N72414

Time (Lc1) - 1900 MDT

Occurrence #1      ON GROUND ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - GUSTS

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

6. AIRSPEED - NOT OBTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

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) 1,6,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1111      9/21/87      GILLETTE,WY      A/C Reg. No. N9659A      Time (Lcl) - 0913 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 - LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - BAKENG DEUCE  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - UNK/NR  
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-G  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 125 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 120/004 KTS  
Visibility - 20.0 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  
RAPID CITY,SD  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - VFR  
Type Apch/Lndg - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

GILLETTE CAMPBELL COUNTY  
Runway Ident - 16  
Runway Lth/Wid - 7500/ 150  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
GLIDER

Age - 56  
Biennial Flight Review  
Current - YES  
Months Since - 7  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1589  
Make/Model- 32  
Instrument- 101  
Multi-Eng - 1468  
Last 24 Hrs - 7  
Last 30 Days- UNK/NR  
Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT ON EACH OF HIS 1ST 3 ATTEMPTS TO LAND, HE BEGAN LOSING DIRECTIONAL CONTROL DURING ROLL-OUT & WENT AROUND. ON THE 4TH ATTEMPT, HE AGAIN TRIED TO GO AROUND, BUT THE ACFT SWERVED OFF THE RWY & GROUND LOOPED, COLLAPSING THE LEFT MAIN GEAR & DAMAGING THE LEFT WING & PROP. AN INVESTIGATION REVEALED THAT A WELD ON THE TAILWHEEL SPRING BRACKET FAILED & ALLOWED THE TAILWHEEL TO PIVOT FROM SIDE TO SIDE.

Brief of Accident (Continued)

File No. - 1111

9/21/87

GILLETTE,WY

A/C Reg. No. N9659A

Time (Lcl) - 0913 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING

Finding(s)

4. 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









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