



# NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

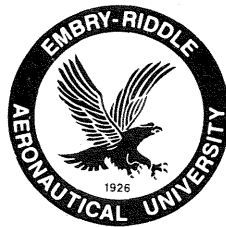
## AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT  
U.S. CIVIL AND FOREIGN AVIATION  
ISSUE NUMBER 7 OF 1987 ACCIDENTS



NTSB/AAB-88/11

UNITED STATES GOVERNMENT



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16. Abstract  This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.  File Numbers: 1201 through 1400					
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## FOREWORD

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

This publication is issued sixteen (16) times per year and contains approximately 200 U.S. and foreign aircraft accident/incident reports arranged in state and date order.

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

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

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

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

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

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## DEFINITIONS

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

### Aircraft Accidents

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

### Fatal Injury

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

### Serious Injury

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

### Substantial Damage

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

## OCCURRENCE

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

## Gear Collapsed

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

## TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

### 1. GENERAL AVIATION

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

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

#### Personal

Flying by individuals in 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 7

CALENDAR YEAR 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1201	63156	092587	ADDISON, TX	CESSNA	150M	SERIOUS	340
1202	6083H	072687	HOUSTON, TX	PIPER	PA28R-201	NONE	336
1203	69309	061987	BARNHART, TX	BEECH	B36TC	NONE	332
1204	9845C	051287	NOWATTA, OK	CESSNA	182	MINOR	294
1205	4922P	051087	OKMULGEE, OK	CESSNA	152	NONE	292
1206	4025P	050787	VILLE PLATTE, LA	THRUSH	S2R-1820	NONE	186
1207	6901K	082787	CHELAN, WA	PIPER	PA-20	FATAL	382
1208	1162F	070487	FAYETTEVILLE, NC	CESSNA	172G	MINOR	232
1209	6795G	082987	MURRAY, KY	CESSNA	150L	FATAL	182
1210	127GS	071387	COLUMBUS, OH	SMITH	AEROSTAR 6	NONE	288
1211	530FL	101187	LORDSBURG, NM	PIPER	PA-28-140	NONE	264
1212	711TT	100887	ALBUQUERQUE, NM	ROCKWELL	690B	SERIOUS	262
1213	84772	091887	CEDAR VALLEY, UT	EVANS	VP-2	SERIOUS	358
1214	76907	092687	SAN YSIDRO, NM	CESSNA	140	NONE	258
1215	90629	080787	ENGLEWOOD, CO	NORTH AMERIC	AT-6A	NONE	108
1216	186TF	061987	PALISADE, CO	TALBOTT	AVID FLYER	NONE	100
1217	8924D	061487	LOS LUNAS, NM	PIPER	PA-22-160	NONE	248
1218	222NS	022287	PLAINVILLE, CT	MOONEY	M20J	NONE	124
1219	4700M	082087	LONGMONT, CO	PIPER	PA-11	NONE	112
1220	252BC	082687	PORT TOWNSEND, WA	CANTON	RUTAN LONG	SERIOUS	380
1221	6296L	050987	OCEAN SHORES, WA	GRUMMAN	AA1B	NONE	370
1222	1346M	050187	ARCOLA, TX	BOEING	E75N1	NONE	322
1223	8404	043087	OKLAHOMA CITY, OK	BOEING	707-323C	MINOR	290
1224	5754A	050487	FT. WORTH, TX	BELL	206B	NONE	324
1225	45648	072187	EDMUND, SC	CESSNA	150M	MINOR	318



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File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1226	74259	062787	HAMILTON, OH	BELLANCA	14-13-2	SERIOUS	284
1227	101FP	072387	HOLLYWOOD, FL	CESSNA	152	SERIOUS	134
1228	49817	071787	MIAMI, FL	CESSNA	152	NONE	130
1229	42921	072287	ORLANDO, FL	PIPER	PA-28RT	NONE	132
1230	93664	071387	PALATKA, FL	BELLANCA	17-30A	FATAL	128
1231	1394V	091487	JOHN DAY, OR	PIPER	PA-18	SERIOUS	298
1232	5JG	091587	RENO, NV	MERCER	OWL RACER	FATAL	270
1233	406UE	100687	KENNEWICK, WA	BRITISH AERO	BA-3101	NONE	386
1234	3618Z	050387	ALLAIRE, NJ	PIPER	PA-22-20	MINOR	246
1235	1486X	020687	MARLBORO, MA	PIPER	PA-28R-200	NONE	190
1236	6539E	020687	BEAVER FALLS, PA	CESSNA	172	NONE	302
1237	62429	020787	LIVINGSTON, NY	CESSNA	172	NONE	272
1238	66270	020787	DOWNINGTOWN, PA	CESSNA	150C	NONE	304
1239	757BQ	022287	PORT MATILDA, PA	CESSNA	152C	FATAL	306
1240	275T	062087	MARINE CITY, MI	CESSNA	182D	FATAL	196
1241	84352	091287	JEFFERSON, WI	CESSNA	172K	NONE	390
1242	73KA	090887	BATESVILLE, IN	BEECH	100	NONE	168
1243	5343K	090887	JERSEYVILLE, IL	CESSNA	172PC	NONE	164
1244	3541D	090487	CEDAR CITY, UT	CESSNA	170B	FATAL	354
1245	70952	063087	LIVINGSTON, MT	CESSNA	182M	NONE	214
1246	2398D	061687	MONUMENT VALLEY, UT	CESSNA	170B	NONE	344
1248	23405	061787	DURANGO, CO	CONCEPT	70	NONE	98
1249	26553	062887	CODY, WY	CESSNA	421C	FATAL	392
1250	5277E	030587	DANBURY, CT	CESSNA	172N	NONE	126
1251	714CD	030887	POESTENKILL, NY	CESSNA	150M	NONE	276

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1252	5510S	052287	WESLACO, TX	AIRTRACTOR	AT301	NONE	328
1253	414A	042387	DE QUINCY, LA	SIKORSKY	S-55B	SERIOUS	184
1254	756UN	080587	CHINLE, AZ	CESSNA	TU206G	MINOR	40
1255	43995	072687	TUCSON, AZ	RAVEN INDUST	S77A	SERIOUS	38
1256	5577T	111087	PLACERVILLE, CA	CESSNA	172E	NONE	96
1257	3804D	103187	LAVEEN, AZ	CESSNA	182A	NONE	44
1258	423T	102287	CHINO, CA	BEECH	35-A33	MINOR	92
1259	4372N	101987	MODESTO, CA	CESSNA	195A	NONE	90
1260	6187H	091987	SACRAMENTO, CA	PIPER	JC3-65	SERIOUS	84
1261	20904	081487	TRUCKEE, CA	BEECH	95-B55	NONE	74
1262	81200	080787	REDDING, CA	PIPER	PA28-161	NONE	70
1263	9216K	040587	HEALDSBURG, CA	STINSON	108	MINOR	54
1264	CGJWW	031087	JAMAICA, NY	SWEARINGEN	SA-226AT	NONE	278
1265	5692D	092687	BOUNTIFUL, UT	ENSTROM	280C	SERIOUS	360
1266	6874U	092087	ASPEN, CO	MOONEY	M20K	NONE	118
1267	1038X	091087	OAKLEY, UT	BELL	47-G3B2	NONE	356
1268	2171P	090587	YUMA, CO	PIPER	PA-28RT-21	NONE	114
1269	18444	070687	KANAB, UT	BEECH	B-60	NONE	348
1270	9406P	070487	LAS VEGAS, NM	PIPER	PA-18-150	SERIOUS	250
1271	60154	070387	OGDEN, UT	CESSNA	150-J	NONE	346
1272	52331	072887	KERNVILLE, CA	CESSNA	172P	MINOR	66
1273	1861W	050787	TERRELL, TX	BEECH	V35-B	NONE	326
1274	5449G	091787	LUBBOCK, TX	CESSNA	340A	FATAL	338
1275	6489R	030587	LOCKE, NY	PIPER	PA-28-140	FATAL	274
1276	13766	031987	WASSAIC, NY	BELL	47G	FATAL	280

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1277	13808	042887	PORTLAND, ME	PIPER	PA-23-250	SERIOUS	194
1278	24784	041587	MANCHESTER, NH	CESSNA	152	NONE	242
1279	25498	021487	OLD BRIDGE, NJ	CESSNA	152	MINOR	244
1280	CGCGP	020587	MARIENVILLE, PA	CESSNA	172M	MINOR	300
1281	67795	082987	PHILLIPS, WI	CESSNA	152	NONE	388
1282	6590	091587	ALAMO, GA	GRUMMAN	G-164A	SERIOUS	142
1283	9370F	111887	ATMAUTLUAK, AK	CESSNA	208	NONE	24
1284	756TT	091987	100MI S.KNG SLM, AK	CESSNA	206G	NONE	20
1285	8622A	090587	ANCHORAGE, AK	ENSTROM	F-28F	FATAL	16
1286	8288Z	082387	MERRILL PASS, AK	PIPER	PA-18	NONE	14
1287	2585M	102787	LARSEN BAY, AK	PIPER	PA32	NONE	22
1290	8576T	071787	CLIO, MI	CESSNA	182C	NONE	200
1291	6562T	071787	DANVILLE, IL	BEECH	23	NONE	160
1293	3924L	062887	NEWBURY, OH	EIPPER	MX2	SERIOUS	286
1294	55KP	060887	LEXINGTON, NC	BEECH	V35B	NONE	228
1295	16182	092787	LYNCHBURG, VA	STINSON	SR8B	MINOR	366
1296	452BH	032787	FRANKFORT, IL	PIPER	PA-32-300	FATAL	156
1297	7135M	030787	TIPTON, MO	CESSNA	175	MINOR	210
1298	88896	012087	NAALEHU, HI	EMROTH-EMAIR	MA-1B	SERIOUS	144
1299	92783	110887	CORONA, CA	PIPER	PA-12	NONE	94
1300	5868D	052687	CARBONDALE, KS	PIPER	PA-22	NONE	174
1301	4982J	052187	SIOUX CITY, IA	PIPER	PA-28R-180	FATAL	148
1302	484Y	052187	KNOBEL, AR	GRUMMAN	G-164	NONE	28
1303	48564	040187	DODGE CITY, KS	GRUMMAN-SCHW	G-164A	NONE	172
1304	89547	033187	TRIBUNE, KS	CESSNA	152	NONE	170

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1305	1954L	080787	LITTLE ROCK, AR	BEECH	B19	NONE	32
1306	6609Q	070987	MCDUGAL, AR	GRUMMAN	G-164B	NONE	30
1307	7973D	060587	KEOKUK, IA	BEECH	B35	SERIOUS	150
1308	6434A	031387	BLOCK ISLAND, RI	CESSNA	P210R	FATAL	314
1309	9467Q	080787	ARKANSAS CITY, KS	BEECH	58	NONE	176
1310	56285	031587	MASON CITY, IA	PIPER	PA-32-300	NONE	146
1311	3884D	072487	STRATHMORE, CA	CESSNA	182A	NONE	64
1312	7499M	071887	JACKSON, CA	CESSNA	175	NONE	62
1313	2225C	041487	SANTA MARIA, CA	CESSNA	T303	NONE	56
1314	4828N	040587	NEEDLES, CA	CESSNA	182Q	FATAL	52
1315	4216X	050587	WILLIAMS, CA	ROCKWELL (AY	S-2R	MINOR	60
1316	24651	080887	MAMMOTH LAKES, CA	BEECH	C23	NONE	72
1317	8335H	080687	BUTTE CITY, CA	NORTH AMERIC	T-6G	SERIOUS	68
1318	781A	102187	SALT LAKE CITY, UT	BEECH	C45G	NONE	362
1319	36646	080287	OELWEIN, IA	PIPER	PA-32RT	NONE	152
1320	5495	021387	HAZEN, AR	GRUMMAN	G-164A-600	MINOR	26
1321	3124F	031187	ARCHIE, MO	CESSNA	182J	NONE	212
1322	1686Z	072787	HILLSBORO, ND	CESSNA	185A	NONE	240
1323	73NS	080187	ENGLEWOOD, CO	NORD	STAMPE SV4	NONE	104
1324	7695H	090887	ANACONDA, MT	PIPER	PA-12-150	FATAL	224
1325	313Y	081387	BOZEMAN, MT	GREAT LAKES	2T-1A	FATAL	222
1326	3598U	071087	KEAMS CANYON, AZ	CESSNA	182F	MINOR	36
1327	1324T	071887	EUBANK, KY	PIPER	PA-28-140	NONE	180
1328	2664Q	072687	PAW PAW, MI	CESSNA	182K	MINOR	202
1329	5994U	080787	LAST CHANCE, CO	PIPER	PA28-140	FATAL	110

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1330	7958A	080287	ROANOKE, IL	PIPER	PA-22	NONE	162
1331	9011S	070487	PONTIAC, MI	BEECH	S35	FATAL	198
1332	62V	101487	GREENSBORO, NC	QUESTAIR	20	MINOR	234
1333	9201B	071187	KALISPELL, MT	CESSNA	175	MINOR	218
1334	71JD	070887	HOBBS, NM	SCHEMPP-HIRT	NIMBUS II	NONE	252
1335	41986	070387	SILVERTHORNE, CO	RAVEN	S77A	SERIOUS	102
1336	8362H	070887	BOUNTIFUL, UT	AERONCA	7BCM	NONE	350
1337	2878P	080287	ST.AUGUSTINE, FL	LAKE	LA-4-200	NONE	136
1338	735TJ	082487	ALBUQUERQUE, NM	CESSNA	182Q	NONE	256
1339	2909T	081487	OGDEN, UT	ROCKWELL (ME	200D	NONE	352
1340	95876	071387	NEW ROCKFORD, ND	CESSNA	152	NONE	236
1341	49209	110387	GREELEY, CO	CESSNA	152	NONE	122
1342	9674J	070887	OLIVIA, MN	CESSNA	T188C	NONE	206
1343	48876	072487	ELY, MN	HENDRICKSON	POLLIWAGON	FATAL	208
1344	37CB	061687	CAHOKIA, IL	BEECH	3NM	MINOR	158
1345	733TA	082587	TEMPLE BAR, AZ	CESSNA	172N	NONE	42
1347	84704	071387	TIERRA AMRILLA, NM	CESSNA	172K	MINOR	254
1348	9812M	071287	SITKA, AK	MAULE	M-4-210C	FATAL	2
1349	6385H	070987	MCCALL, ID	CESSNA	T-207	NONE	154
1350	9606F	060387	VANCOUVER, WA	HUGHES	269C	MINOR	372
1351	9747B	081787	KETTLE FALLS, WA	CESSNA	172RG	FATAL	374
1352	18832	082787	BREMERTON, WA	BEECH	C-23	NONE	384
1353	74161	082087	GRANDVIEW, WA	BELL	47G2	SERIOUS	378
1354	CGHKY	082087	KELSO, WA	CESSNA	172	SERIOUS	376
1355	233BG	081887	LAS VEGAS, NV	MOONEY	M20-K	SERIOUS	268

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1356	34GL	090687	MAMMOTH LAKES, CA	BEECH	A45	FATAL	80
1357	7162Z	021487	WILLIAMS, CA	PIPER	PA-25-235	NONE	46
1358	4358T	080587	NOBELSVILLE, IN	PIPER	PA-28-161	NONE	166
1359	96593	080287	BELLEVILLE, MI	CESSNA	172Q	NONE	204
1360	9407G	090687	HARDING GLACIER, AK	CESSNA	U206E	FATAL	18
1361	1946M	072687	ANCHORAGE, AK	CESSNA	182P	MINOR	12
1362	6978B	072687	LEVELOCK, AK	PIPER	PA-18-150	SERIOUS	10
1363	4454Z	072687	DILLINGHAM, AK	PIPER	PA-18-150	MINOR	8
1364	49846	072687	ANCHORAGE, AK	MAULE	M-6	NONE	6
1365	7470D	072587	KENAI, AK	PIPER	PA-18-150	NONE	4
1366	8711X	092687	SAN RAMON, CA	CESSNA	182D	NONE	88
1367	5366K	092287	SANTA MONICA, CA	CESSNA	172P	NONE	86
1368	999BA	091487	BYRON, CA	PIPER	PA-18-150	MINOR	82
1369	246WB	083087	FORTUNA, CA	CESSNA	172D	NONE	78
1370	573T	042287	NOVATO, CA	BEECH	35-A33	NONE	58
1371	13W	033187	TUCSON, AZ	BEECH	S35	NONE	34
1372	620BD	022287	VACAVILLE, CA	BOEING	PT-13D	SERIOUS	48
1372	8070E	022287	VACAVILLE, CA	CESSNA	172N	SERIOUS	50
1373	737SL	083087	SONORA, CA	CESSNA	172N	MINOR	76
1374	45691	103087	EDCOUCH, TX	GRUMMAN	SCHWEIZER	NONE	342
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1386	9748T	080187	CUT BANK, MT	CESSNA	172C	NONE	220
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**AIRCRAFT ACCIDENT REPORTS**

**BRIEF FORMAT**

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

**ISSUE NUMBER 7 OF 1987 ACCIDENTS**

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1348      7/12/87      SITKA, AK

A/C Reg. No. N9812M

Time (Lcl) - 1100 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model      - MAULE M-4-210C  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 2100  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-360-A  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 210 HP

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

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

Weather Data

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

Wind Dir/Speed- 310/007 KTS

Visibility      - 15.0 SM

Lowest Sky/Clouds      - 4000 FT SCATTERED

Lowest Ceiling      - 8000 FT BROKEN

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

SITKA, AK

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

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)

PRIVATE

SE LAND, SE SEA

Age - 51

Biennial Flight Review

Current      - YES

Months Since      - 12

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total      - 1000

Make/Model- 10

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

PLT WAS ON LOCAL VFR FLIGHT PLAN. WITNESSES OBSERVED ACFT FLYING AT LOW LEVEL ALONG BEACHES. LATER, WITNESS SAW SMOKE RISING FROM WOODED TERRAIN ABOUT TWO MILES INLAND FROM NEAREST BEACH. INVESTIGATION REVEALED NO EVIDENCE OF INFLIGHT FAILURE OF MALFUNCTION OF ACFT POWERPLANT, STRUCTURE OR SYSTEMS.

Brief of Accident (Continued)

File No. - 1348

7/12/87

SITKA, AK

A/C Reg. No. N9812M

Time (Lcl) - 1100 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

1. OBJECT - TREE(S)
2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 1365      7/25/87      KENAI, AK      A/C Reg. No. N7470D      Time (Lcl) - 1800 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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	KUSTATAN, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	Runway Ident - N/A
Wind Dir/Speed- 280/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3300
SE LAND, SE SEA	Months Since - 22	Make/Model- 2000
	Aircraft Type - PA-18	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE FLOAT EQUIPPED AIRPLANE ATTEMPTED TO TAKEOFF IN CROSSWIND CONDITIONS THAT EXCEEDED THE DEMONSTRATED CAPABILITY OF THE AIRCRAFT. THE PILOT STATED THAT WHILE TAKING OFF TO THE NORTH, WITH WINDS OUT OF THE WEST GUSTING TO 20 KNOTS, THE RIGHT WING STALLED AND THE AIRCRAFT SPIRALED TO THE RIGHT, COLLIDING WITH THE SHORE.

Brief of Accident (Continued)

File No. - 1365

7/25/87

KENAI, AK

A/C Reg. No. N7470D

Time (Lcl) - 1800 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
  4. STALL - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

Brief of Accident

File No. - 1364      7/26/87      ANCHORAGE, AK      A/C Reg. No. N49846      Time (Lcl) - 1354 ADT

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

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

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

Make/Model - MAULE M-6	Eng Make/Model - LYCOMING IO-540-W1A5D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NAKNEK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	MERRILL FIELD
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - 33
Visibility - 90.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2469/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 238
SE LAND, SE SEA	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - B19	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- 64
		Last 90 Days- 50

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE LANDING WITH A QUARTERING TAILWIND FROM THE LEFT. THE AIRCRAFT GROUND LOOPED AND STRUCK A CHAIN LINK FENCE. THE PILOT STATED THAT HE FOUND THE BRAKE SHAFT BROKEN AT THE SHAFT REDUCTION RETAINING CLIP POINT. HE INDICATED THAT IT COULD HAVE BEEN BROKEN FOR SOME TIME AS THE BRONZE RETAINER ALSO FAILED. HE ALSO ADMITTED TO BEARING DOWN WITH CONSIDERABLE FORCE ON THE PEDAL WHEN THE AIRCRAFT STARTED SWERVING TOWARD THE AREA WEST OF THE RUNWAY. THE MOUNTING FOR THE BRAKE CYLINDER ASSEMBLY WAS FOUND BROKEN WITH SIGNATURES SIMILAR TO OVERLOAD FAILURE.

Brief of Accident (Continued)

File No. - 1364

7/26/87

ANCHORAGE, AK

A/C Reg. No. N49846

Time (Lcl) - 1354 ADT

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
5. LANDING GEAR, NORMAL BRAKE SYSTEM - FAILURE, PARTIAL
6. LANDING GEAR, NORMAL BRAKE SYSTEM - PREVIOUS DAMAGE

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

Finding(s)

7. OBJECT - FENCE
8. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

----Probable Cause----

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

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

Brief of Accident

File No. - 1363      7/26/87      DILLINGHAM,AK      A/C Reg. No. N4454Z      Time (Lcl) - 1503 ADT

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - FLOAT	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	SNAKE LAKE,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DILLINGHAM,AK	SHANNON POND
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1000
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WATER - CHOPPY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 902
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 902
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN APPROACH FOR LANDING THE FLOAT EQUIPPED AIRPLANE STALLED AT A HIGHER THAN NORMAL INDICATED AIRSPEED. THE PILOT WAS UNABLE TO EFFECT RECOVERY AND THE AIRPLANE CRASHED IN WET TUNDRA. THE WIND AT SHANNON POND AT THE TIME OF THE ACCIDENT WAS DESCRIBED AS "SQUIRRELY" WITH SHEAR WINDS AT OR NEAR THE TREE LINE.



Brief of Accident (Continued)

File No. - 1363

7/26/87

DILLINGHAM, AK

A/C Reg. No. N4454Z

Time (Lcl) - 1503 ADT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - WINDSHEAR
3.    COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. 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) 3,4

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

Brief of Accident

File No. - 1362

7/26/87

LEVELOCK,AK

A/C Reg. No. N6978B

Time (Lcl) - 1400 ADT.

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 315/015 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  
NAKNEK,AK  
Destination  
ILIAMNA,AK

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

LEVELOCK  
Runway Ident - 29  
Runway Lth/Wid - 1915/ 65  
Runway Surface - GRAVEL  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 66

Biennial Flight Review

Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 10000	Last 24 Hrs -	1
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PILOT OF THE PIPER PA-18 AIRPLANE WAS COMPLETING HIS LANDING ROLL AT THE UNATTENDED AIRPORT, THREE CHILDREN, RIDING AN ALL TERRAIN VEHICLE (ATV), PULLED ONTO THE RUNWAY AND WERE STRUCK BY THE RIGHT SIDE OF THE ACFT. THE PILOT ATTEMPTED TO AVOID THE VEHICLE BUT WAS NOT ABLE TO STOP BEFORE COLLIDING WITH IT. TRACKS ALONGSIDE THE RUNWAYS INDICATED THEY WERE USED BY VARIOUS VEHICLES AS A MATTER OF CONVENIENCE. THESE TRACKS WERE NOT LEVEL OR STRAIGHT AND MANY INDICATED THAT THE VEHICLES MAKING THEM FREQUENTLY PULLED UP ONTO THE RUNWAYS WHICH WERE SMOOTH SURFACED. THERE WERE NUMEROUS AREAS OUTSIDE THE RUNWAY EDGES WHERE AN INDIVIDUALS VIEW OF THE RUNWAY WOULD BE OBSTRUCTED.

Brief of Accident (Continued)

File No. - 1362

7/26/87

LEVELOCK, AK

A/C Reg. No. N6978B

Time (Lcl) - 1400 ADT

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

Finding(s)

1. OBJECT - VEHICLE
2. AIRPORT OPERATIONS - UNCONTROLLED -
3. PLANNING-DECISION - IMPROPER - DRIVER OF VEHICLE

-----  
----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

Brief of Accident

File No. - 1361      7/26/87      ANCHORAGE, AK      A/C Reg. No. N1946M      Time (Lcl) - 1700 ADT

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

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

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

Make/Model - CESSNA 182P	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 - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOPE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LAKE HOOD
Wind Dir/Speed- VARIABLE/009 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2200/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - GRAVEL
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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 426
SE LAND, SE SEA	Months Since - 2	Make/Model- 68
	Aircraft Type - C-182	Instrument- 5
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THERE WAS HVY TRAFFIC WHEN THE PLT OF N1946M CONTACTED ANCHORAGE (ANC) INTL TWR FOR LNDG INSTRNS AT THE LAKE HOOD STRIP. ANC TWR CTLD TRAFFIC AT THE NRBY LAKE HOOD STRIP & LAKE HOOD SEAPLANE BASE, AS WELL AS AT THE ANC INTL ARPT. THE WND AT LAKE HOOD HAD BEEN VARIABLE. JUST BFR THE PLT ASKED FOR LNDG INSTRUCTIONS, THE WND WAS FM 300 DEG AT 8 KTS. THE PLT WAS TOLD TO PLAN FOR A LNDG ON RWY 31. AS ACFT ARRD FOR LNDG, THE CTLR GAVE WND INFO ONLY WHEN THE PLTS REQD IT OR WHEN THE WND SHIFTED. THE PLT OF N1946M DID NOT REQ WND INFO; HOWEVER, AT 1657:55, THE CTLR MADE A TRANSMISSION TO ALL ACFT THAT LAKE HOOD ATIS INFO DELTA WAS CURRENT & THAT THE WND WAS FM 130 DEG AT 9 KTS. APRX 50 SEC LATER, HE CLRD N1946M TO LND ON RWY 31. THE ACFT WAS HI ON FINAL APCH. SUBSEQUENTLY, IT TOUCHED DWN ABOUT HALFWAY DWN THE 2200' GRAVEL STRIP. THE PLT WAS UNABLE TO STOP ON THE REMAINING RWY AREA. THE ACFT CONTD OFF THE END & NOSED OVR ON SOFT, WET TERRAIN. THE PLT RPRTD HE WAS NOT AWARE THERE WAS A TAIL WND UNTIL AFTER THE MISHAP.

Brief of Accident (Continued)

File No. - 1361

7/26/87

ANCHORAGE, AK

A/C Reg. No. N1946M

Time (Lc1) - 1700 ADT

Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - TAILWIND
3. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
4.        INFORMATION INSUFFICIENT - ATC PSNL(LCL/GND/CLNC)
5. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
6. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - SOFT
9. TERRAIN CONDITION - WET

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,9

Brief of Accident

File No. - 1286

8/23/87

MERRILL PASS,AK

A/C Reg. No. N8288Z

Time (Lcl) - 1705 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

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

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

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

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

Weather Data

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

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

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  
FORCED LANDING

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

Pilot-In-Command

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

Age - 41  
Biennial Flight Review  
Current - NO  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	-	5000	Last 24 Hrs -	1
Make/Model-	50		Last 30 Days-	1
Instrument-	210		Last 90 Days-	1
Multi-Eng -	200		Rotorcraft -	4300

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE AIRCRAFT ENGINE FAILED IN CRUISE FLIGHT. DURING THE LANDING ROLL THE AIRPLANE STRUCK A DITCH AND NOSED OVER. EXAMINATION OF THE AIRCRAFT AND THE STATEMENTS FROM THE PILOT, REVEALED THE AIRCRAFT RAN OUT OF FUEL DURING THE RETURN TRIP TO THE AIRPORT.

Brief of Accident (Continued)

File No. - 1286

8/23/87

MERRILL PASS, AK

A/C Reg. No. N8288Z

Time (Lc1) - 1705 ADT

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

Phase of Operation      CRUISE - NORMAL

1. FLUID, FUEL - EXHAUSTION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. PREFLIGHT PLANNING/PREPARATION - NOT PERFORMED - PILOT IN COMMAND
  4.     OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
- 

Occurrence #2            NOSE OVER

Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
- 

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

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

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

Brief of Accident

File No. - 1285      9/05/87      ANCHORAGE, AK      A/C Reg. No. N8622A      Time (Lcl) - 1430 ADT

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

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

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

Make/Model - ENSTROM F-28F	Eng Make/Model - LYCOMING H10-360FIAD	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ANCHORAGE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMPBELL AIRSTRIP
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
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 - 604
SE LAND	Months Since - 12	Make/Model- 14
HELICOPTER	Aircraft Type - F-28F	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 2
		Rotorcraft - 142

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE HELICOPTER WAS SEEN FLYING AT APPROXIMATELY 50 FEET AGL DOWN THE LENGTH OF A PRIVATE GRAVEL AIRSTRIP NEAR ANCHORAGE, ALASKA. A NEARBY JOGGER SAID THAT THE PILOT APPEARED TO WAVE AT HIM AS HE FLEW PAST AND THEN HE HEARD THE HELICOPTER CRASH SEVERAL SECONDS LATER. THE HELICOPTER STRUCK A TREE WITH ITS MAIN ROTOR BLADE 16'4" ABOVE THE GROUND. THE PILOT, A LOCAL PHYSICIAN, HAD ACCUMULATED APPROXIMATELY 14 HOURS IN THE ENSTROM F-28F OVER THE PRECEDING 3 YEARS. IT IS BELIEVED THAT THIS WAS HIS FIRST FLIGHT, OTHER THAN A SHORT FERRY FLIGHT, SINCE THE HELICOPTER HAD BEEN PLACED IN STORAGE 10 MONTHS EARLIER.



Brief of Accident (Continued)

File No. - 1285

9/05/87

ANCHORAGE, AK

A/C Reg. No. N8622A

Time (Lc1) - 1430 ADT

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

Finding(s)

1. OBJECT - TREE(S)
  2.    PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3.    OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  5.    LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  6. CLEARANCE - MISJUDGED - 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) 2,6

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

Brief of Accident

File No. - 1360      9/06/87      HARDING GLACIER, AK      A/C Reg. No. N9407G      Time (Lcl) - 1400 ADT

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

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

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

Make/Model - CESSNA U206E	Eng Make/Model - CONTINENTAL TS10-520-F	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	YAKUTAT, AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - UNK/NR	SOLDOTNA, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	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 - 37	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 164
SE LAND	Months Since - 5	Make/Model- 81
	Aircraft Type - 172C	Instrument- 3
		Last 24 Hrs - 8
		Last 30 Days- 45
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT AND HIS NON-PILOT ADULT MALE PASSENGER WERE FLYING FROM MODESTO, CA, TO SOLDOTNA, AK, FOR A HUNTING TRIP. THE PILOT, WHO HAD APPROXIMATELY 164 HOURS TOTAL FLIGHT TIME AT THE TIME OF THE ACCIDENT, AND WHO HAD NO PRIOR FLYING EXPERIENCE IN ALASKA, WAS ATTEMPTING TO FLY OVER A MOUNTAIN RANGE IN ADVERSE WEATHER CONDITIONS WHEN THE AIRCRAFT STRUCK A MOUNTAIN GLACIER AT THE 5600' LEVEL. WEATHER CONDITIONS AT THE TIME WERE REPORTEDLY LESS THAN VFR, WITH MODERATE TO SEVERE TURBULENCE, RAIN, AND CLOUDS OBSCURING THE MOUNTAINS. THE PILOT'S FORMER FLIGHT INSTRUCTOR HAD REPORTEDLY ADVISED HIM NOT TO UNDERTAKE THE FLIGHT DUE TO HIS LACK OF EXPERIENCE AND THE POTENTIALLY SEVERE WEATHER CONDITIONS IN ALASKA.

Brief of Accident (Continued)

File No. - 1360

9/06/87

HARDING GLACIER, AK

A/C Reg. No. N9407G

Time (Lcl) - 1400 ADT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. WEATHER CONDITION - TURBULENCE IN CLOUDS
3. WEATHER CONDITION - CLOUDS
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
8. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
9. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
10. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7,9,10

Brief of Accident

File No. - 1284      9/19/87      100MI S.KNG SLM,AK      A/C Reg. No. N756TT      Time (Lcl) - 1040 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-SEA HAWK INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	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	KODIAK,AK			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	PORT HEIDEN,AK		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- SOFT
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- STRAIGHT-IN		ROUGH
Obstructions to Vision	- NONE		FORCED LANDING		
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,ATP,CFI	Current - YES	Total - 13535	Last 24 Hrs - 2
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 1	Make/Model - 3750	Last 30 Days - 120
	Aircraft Type - C-206	Instrument - 1280	Last 90 Days - 325
		Multi-Eng - 4020	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED AN ENGINE POWER LOSS WHILE IN CRUISE FLIGHT AND SUBSEQUENTLY UNDERSHOT A LAKE DURING THE EMERGENCY LANDING. EXAMINATION OF THE ENGINE REVEALED THE NUMBER 2 BEARING WAS FOUND COMPLETELY DISINTEGRATED AND MISSING FROM ITS SEAT. EVIDENCE OF HIGH TEMPERATURE AND LACK OF OIL LUBRICATION.

Brief of Accident (Continued)

File No. - 1284

9/19/87

100MI S.KNG SLM,AK

A/C Reg. No. N756TT

Time (Lcl) - 1040 ADT

Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL  
1. ENGINE ASSEMBLY,BEARING - BURNED  
2. ENGINE ASSEMBLY,BEARING - DETERIORATED  
3. FLUID,OIL - STARVATION

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Occurrence #3        UNDERSHOOT  
Phase of Operation    LANDING

Finding(s)  
4. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #4        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1287      10/27/87      LARSEN BAY, AK      A/C Reg. No. N2585M      Time (Lcl) - 1015 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PENINSULA AIRWAYS, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
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	-LANDING						

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

Make/Model	- PIPER PA32	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	ON AIRSTRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed	- 180/008 KTS	LARSEN BAY	
Visibility	- 50.0 SM	Runway Ident	- 21
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 2377/ 100
Lowest Ceiling	- NONE	Runway Surface	- GRAVEL
Obstructions to Vision	- NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total	- 5917
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model	- 433
HELICOPTER	Aircraft Type - PA-32	Instrument	- 246
		Multi-Eng	- 524
		Last 24 Hrs	- 4
		Last 30 Days	- 100
		Last 90 Days	- 281

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE WIND ON THE SURFACE WAS LIGHT AND VARIABLE AND WHILE HE WAS ON FINAL APPROACH THE AIRPLANE DEVELOPED A HIGH SINK RATE FROM WHICH HE WAS LATE EFFECTING RECOVERY. THE AIRPLANE STRUCK THE GROUND SHORT OF THE RUNWAY THRESHOLD.

Brief of Accident (Continued)

File No. - 1287

10/27/87

LARSEN BAY, AK

A/C Reg. No. N2585M

Time (Lc1) - 1015 AST

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

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

Brief of Accident

File No. - 1283      11/18/87      ATMAUTLUAK,AK      A/C Reg. No. N9370F      Time (Lcl) - 1315 ADT

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

Type Operating Certificate	-COMMUTER	Aircraft Damage		Injuries			
Name of Carrier	-RYAN AIR	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 208	Eng Make/Model	- P&W PT-6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 6	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BETHEL,AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ATMAUTLUAK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2000/ 80
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ICE
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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - YES	Total - 27000
SE LAND,ME LAND,SE SEA	Months Since - 1	Make/Model- 33
	Aircraft Type - C-208	Instrument- 2200
		Multi-Eng - 13000
		Last 24 Hrs - 1
		Last 30 Days- 110
		Last 90 Days- 400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE LANDED AT A DISTANCE APPROXIMATELY ONE-THIRD OF THE WAY DOWN THE 2,000 FOOT ICE COVERED GRAVEL RUNWAY. AFTER TOUCHDOWN THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE AIRCRAFT TO EXIT THE DEPARTURE END OF THE RUNWAY. THE PROPELLER GOVERNOR WAS OUT OF RIG AND WOULD NOT GO INTO BETA RANGE DURING THE LANDING ROLL.



Brief of Accident (Continued)

File No. - 1283

11/18/87

ATMAUTLUAK,AK

A/C Reg. No. N9370F

Time (Lc1) - 1315 ADT

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

Finding(s)

1. PROPELLER GOVERNOR CONTROL,BELLCRANK - FAILURE,PARTIAL
2. PROPELLER GOVERNOR CONTROL,LINKAGE - MOVEMENT RESTRICTED

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

Finding(s)

3. TERRAIN CONDITION - ICY
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND

Occurrence #3 OVERRUN  
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) 1,5

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. - 1320      2/13/87      HAZEN, AR      A/C Reg. No. N5495      Time (Lcl) - 1820 CST

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

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

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

Make/Model	- GRUMMAN G-164A-600	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	- 3725	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	HAZEN, AR	
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	Type of Clearance	- N/A
Obstructions to Vision	Type Apch/Lndg	Runway Surface
Precipitation	- STRAIGHT-IN	- N/A
Condition of Light	FULL STOP	

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 8755	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 5100	Last 30 Days - UNK/NR
	Aircraft Type - PA-44	Instrument - 109	Last 90 Days - 24
		Multi-Eng - 45	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HAD FLOWN SIX LOADS OF WHEAT SEEDS AND WAS RETURNING TO A PRIVATE AIRSTRIIP FOR ANOTHER LOAD WHEN HE RAN OUT OF DAYLIGHT WHILE ON FINAL APPROACH TO A LANDING. DURING THE TIME HE WAS CONSIDERING THE OPTION OF A REJECTED LANDING AND A RETURN TO HIS HOME BASE, THE AIRCRAFT STRUCK SEVERAL POWER LINES, SHEARING OFF BOTH STARBOARD WINGS BEFORE IMPACT WITH THE GROUND. THE PILOT FURTHER STATED THAT NO MECHANICAL MALFUNCTION OCCURRED PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1320

2/13/87

HAZEN,AR

A/C Reg. No. N5495

Time (Lc1) - 1820 CST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DUSK
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
5. IMPROPER DECISION, SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. OBJECT - WIRE, TRANSMISSION
7. WING - SEPARATION

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

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

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

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

Brief of Accident

File No. - 1302      5/21/87      KNOBEL, AR      A/C Reg. No. N484Y      Time (Lcl) - 1230 CDT

-----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      - GRUMMAN G-164	Eng Make/Model      - P&W R-985	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 4500	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	Runway Ident      - 09
Wind Dir/Speed- 210/010 KTS	ATC/Airspace	Runway Lth/Wid      - UNK/NR-00150
Visibility      - 9.0 SM	Type of Flight Plan      - NONE	Runway Surface      - GRASS/TURF
Lowest Sky/Clouds      - 4500 FT SCATTERED	Type of Clearance      - NONE	Runway Status      - DRY
Lowest Ceiling      - UNK/NR	Type Apch/Lndg      - NONE	
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 30	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 4218
SE LAND	Months Since      - 13	Make/Model- 150
	Aircraft Type      - C-150	Instrument- 0
		Last 24 Hrs      - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s)      - NONE

-----Narrative-----

THE PIC STATED THAT THE ACFT WAS STRUCK BY A GUST OF WIND, AND HE LOST CONTROL. THE PIC APPLIED RT RUDDER TOWARDS A 10FT DITCH IN AN ATT TO GET OVER IT. THE ACFT WAS TOO HEAVY TO FLY OVER THE DITCH AND THE ACFT IMPACTED INTO THE DITCH. A REVIEW OF WX COND'S OBTAINED FM THE FAA FLT SVC STN AT JONESBORO, AR, INDICATED THAT WINDS WERE FM THE SOUTHWEST AT 10 KNOTS. FURTHER REVIEW INDICATED THAT FOR THE HR BEFORE AND THE HOUR FOLLOWING THE RPTD TIME OF THE ACC, THE WIND HAD NOT CHG'D DIR, OR WIND SPD FM THAT RPTD BY THE FLT SVC STN. THE PIC RPTD NO MECHANICAL CONTROL DIFFICULTY OR MALF DURING THE TAKEOFF ROLL OR SUBSEQUENT TO THE ACC.

Brief of Accident (Continued)

File No. - 1302

5/21/87

KNOBEL,AR

A/C Reg. No. N484Y

Time (Lcl) - 1230 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
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) 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. - 1306

7/09/87

MCDUGAL, AR

A/C Reg. No. N6609Q

Time (Lcl) - 1430 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
DESTROYED

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

Type of Operation - AERIAL APPLICATION

Flight Conducted Under - 14 CFR 137

Accident Occurred During - TAKEOFF

Fire  
ON GROUND

Crew  
Pass

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

Make/Model - GRUMMAN G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6075

No. of Seats - 1

Eng Make/Model - P & W R-1340

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 600 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 210/009 KTS

Visibility - 9.0 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

AG STRIP

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 860 Last 24 Hrs - 7

Make/Model- 67 Last 30 Days- UNK/NR

Instrument- 17 Last 90 Days- 61

Multi-Eng - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE AG AIRPLANE WAS ON TAKEOFF ROLL WHEN THE PILOT SMELLED SMOKE IN THE COCKPIT. HE STOPPED THE AIRPLANE AND TURNED OFF THE FUEL AND SWITCHES BEFORE EVACUATING THE AIRPLANE. HE SAID THE FLAMES WERE COMING FROM THE COWLING AROUND THE ENGINE. DUE TO THE TOTAL DESTRUCTION BY FIRE, THE ORIGIN OF THE FIRE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1306

7/09/87

MCDUGAL, AR

A/C Reg. No. N6609Q

Time (Lc1) - 1430 CDT

---

Occurrence #1

FIRE

Phase of Operation

TAKEOFF - GROUND RUN

Finding(s)

1. UNDETERMINED

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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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1305      8/07/87      LITTLE ROCK, AR      A/C Reg. No. N1954L      Time (Lcl) - 1150 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

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

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

Make/Model - BEECH B19

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2250

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/YES

Stall Warning System - UNK/NR

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

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 120/008 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

ADAMS FIELD

Runway Ident - 22

Runway Lth/Wid - 7173/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 23

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - BE-19

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1770

Make/Model- 156

Instrument- 144

Multi-Eng - 370

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE INSTRUCTOR SAID THEY WERE ON AN INSTRUCTIONAL FLIGHT PRACTICING ACCURACY LANDINGS WHEN THEY LOST AIRSPEED, ADDED POWER, AND RAN OUT OF STABILATOR. THE STUDENT SAID THE INSTRUCTOR WAS DEMONSTRATING A SHORT FIELD LANDING WHEN THEY LOST AIRSPEED AND HIT HARD. THE NOSE GEAR COLLAPSED.



Brief of Accident (Continued)

File No. - 1305

8/07/87

LITTLE ROCK, AR

A/C Reg. No. N1954L

Time (Lc1) - 1150 CDT

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

Finding(s)  
1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
2. STALL - INADVERTENT - 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. - 1371      3/31/87      TUCSON,AZ      A/C Reg. No. N13W      Time (Lcl) - 1415 MST

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

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

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

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-540	ELT Installed/Activated - YES/NO
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 - 285 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point	
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ABILENE, TX	TUCSON INT'L
Wind Dir/Speed- 050/006 KTS	ATC/Airspace	Runway Ident - 11R
Visibility - 50.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 9129/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 10000
SE LAND,ME LAND	Months Since - 11	Make/Model- 2000
	Aircraft Type - S-35	Instrument- 900
		Multi-Eng - 2500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DOOR CAME OPEN DURING THE INITIAL CLIMB AFTER TAKEOFF BECAUSE IT WAS NOT PROPERLY CLOSED AND LOCKED. THE PILOT RAISED THE LANDING GEAR. THEREAFTER, BECAUSE OF SLOW ACCELERATION, HE ELECTED TO LAND ON THE REMAINING RUNWAY. HE MOVED THE LANDING GEAR LEVER TO THE DOWN POSITION BUT WAS UNABLE TO HOLD OFF LONG ENOUGH FOR THE GEAR TO EXTEND FULLY INTO THE DOWN AND LOCKED POSITION.

Brief of Accident (Continued)

File No. - 1371

3/31/87

TUCSON,AZ

A/C Reg. No. N13W

Time (Lc1) - 1415 MST

---

Occurrence #1

Phase of Operation     LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DOOR - UNLOCKED
  2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
  3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
  4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

----Probable Cause----

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

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

Brief of Accident

File No. - 1326      7/10/87      KEAMS CANYON,AZ      A/C Reg. No. N3598U      Time (Lcl) - 1430 MDT

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

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

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

Make/Model - CESSNA 182F	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GALLUP,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KEAMS CANYON,AZ	Runway Ident - N/A
Wind Dir/Speed- 230/020 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1488
SE LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - 150	Instrument- 7
		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-----

DURING A BUSINESS FLIGHT TO A PRIVATE DIRT STRIP, WHILE ON FINAL APPROACH THE PLT WAS DISTRACTED FOR A FEW SECONDS. WHEN HIS ATTENTION WAS BACK ON THE ACFT, IT HAD DRIFTED EAST OF THE STRIP. THE PLT APPLIED PWR, HOWEVER, HE STATED THAT THE ENGINE DID NOT RESPOND. THE PLT WAS ABLE TO MAINTAIN ENOUGH ALT AND A/S TO TRY AND LAND IN A FIELD, HOWEVER, THE ACFT LOST ALT AFTER CROSSING A WASH AND IT NOSED INTO THE TERRAIN. INSPECTION OF THE ENGINE REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1326

7/10/87

KEAMS CANYON, AZ

A/C Reg. No. N3598U

Time (Lcl) - 1430 MDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
5. ABORTED LANDING - DELAYED - PILOT IN COMMAND

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

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) 3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1255      7/26/87      TUCSON,AZ      A/C Reg. No. N43995      Time (Lcl) - 0630 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation      -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under      -14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During      -LANDING			0	2	4	0

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

Make/Model      - RAVEN INDUSTRIES S77A	Eng Make/Model      - N/A	ELT Installed/Activated      - NO -N/A
Landing Gear      - N/A	Number Engines      - N/A	Stall Warning System      - NO
Max Gross Wt      - 3000	Engine Type      - N/A	
No. of Seats      - UNK/NR	Rated Power      - N/A	

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

<p>Weather Data</p> <p>Wx Briefing      - FSS</p> <p>Method      - TELEPHONE</p> <p>Completeness      - UNK/NR</p> <p>Basic Weather      - VMC</p> <p>Wind Dir/Speed- 140/009 KTS</p> <p>Visibility      - 50.0 SM</p> <p>Lowest Sky/Clouds      - 10000 FT SCATTERED</p> <p>Lowest Ceiling      - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation      - NONE</p> <p>Condition of Light      - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point TUCSON,AZ</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      - STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident      - N/A</p> <p>Runway Lth/Wid      - N/A</p> <p>Runway Surface      - DIRT</p> <p>Runway Status      - DRY ROUGH</p>
--	--	--

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

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL</p> <p>FREE BALLOON</p> <p>Instrument Rating(s)      - NONE</p>	<p>Age      - 42</p> <p>Biennial Flight Review</p> <p>Current      - YES</p> <p>Months Since      - 8</p> <p>Aircraft Type      - S77A</p>	<p>Medical Certificate      - NO MEDICAL</p> <p>Flight Time (Hours)</p> <p>Total      - 1176</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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-----Narrative-----

DURING A LOCAL SIGHTSEEING BALLOON FLIGHT, THE PLT WAS MAKING A LANDING AT AN OPEN CONSTRUCTION SITE. THE GONDOLA TOUCHED DOWN THEN SKIPPED THREE TIMES AND CAME TO REST ON THE EDGE OF A LEDGE APRX 10 FT IN HEIGHT. THE BALLOON TIPPED OVER THE EDGE AND COLLIDED WITH THE TERRAIN AND MISC CONSTRUCTION MATERIALS BELOW. THE INJURIES TO THE OCCUPANTS WERE SUSTAINED FROM THE FALL OFF THE LEDGE WHEN THE BALLOON TIPPED OVER. THE PLTS FLT TIME WAS NOT AVAILABLE EXCEPT 1176 HRS REPORTED AS LIGHTER THAN AIR.

Brief of Accident (Continued)

File No. - 1255

7/26/87

TUCSON, AZ

A/C Reg. No. N43995

Time (Lc1) - 0630 MDT

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

Finding(s)

1. OBJECT - TOWER, UNMARKED
2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 1254      8/05/87      CHINLE,AZ      A/C Reg. No. N756UN      Time (Lcl) - 0730 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

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

Make/Model - CESSNA TU206G  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3600  
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 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  
ST GEORGE,UT  
Destination  
CHINLE,AZ

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 49  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 500  
Make/Model- 351  
Instrument- 46  
Last 24 Hrs - 2  
Last 30 Days- 20  
Last 90 Days- 51

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF A CROSS COUNTRY FLT, THE PLT REPORTED THAT ON THE FIRST ATTEMPT TO LAND ON A DIRT ROAD THE AIRSPEED AND ALT WERE HIGH SO HE ELECTED TO GO-AROUND. ON THE SECOND ATTEMPT THE APPROACH WAS TOO SLOW AND THE ACFT STALLED APRX 8 FT AGL. THE ACFT TOUCHED-DOWN AND BOUNCED. THE PLT ADDED PWR AND RETRACTED THE FLAPS IN AN ATTEMPT TO GO-AROUND, HOWEVER, THE ACFT BOUNCED SEVERAL TIMES OVER APRX 1000 FT OF ROUGH GROUND AND CAME TO REST NOSE DOWN IN A WASH.



Brief of Accident (Continued)

File No. - 1254

8/05/87

CHINLE, AZ

A/C Reg. No. N756UN

Time (Lcl) - 0730 MST

-----  
Occurrence #1           HARD LANDING  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
  3. PLANNED APPROACH - POOR - PILOT IN COMMAND
- 

Occurrence #2           IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH  
4. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

-----

Occurrence #3           NOSE DOWN  
Phase of Operation      LANDING - ROLL

-----

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

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

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

Brief of Accident

File No. - 1345      8/25/87      TEMPLE BAR,AZ      A/C Reg. No. N733TA      Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

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

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

Make/Model      - CESSNA 172N  
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      - 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- 090/010 KTS

Visibility      - 50.0 SM

Lowest Sky/Clouds      - 9000 FT SCATTERED

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

LAS VEGAS,NV

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance      - NONE

Type Apch/Lndg      - TOUCH AND GO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TEMPLE BAR

Runway Ident      - 16

Runway Lth/Wid      - 3500/ 50

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      - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 400

Make/Model- 250

Instrument- 5

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 2

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STALL WARNING HORN SOUNDED DURING CLIMBOUT FOLLOWING A TOUCH-AND-GO LANDING. RISING TERRAIN WAS REPORTED BEYOND THE END OF THE RUNWAY AND THE PILOT WAS UNABLE TO CONTINUE TO CLIMB WHILE MAINTAINING A SAFE AIRSPEED. THE DENSITY ALTITUDE WAS APPROXIMATELY 4000 FEET IN THE 93 DEGREE AMBIENT AIR TEMPERATURE.

Brief of Accident (Continued)

File No. - 1345

8/25/87

TEMPLE BAR, AZ

A/C Reg. No. N733TA

Time (Lcl) - 1130 PDT

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

Finding(s)

1. TERRAIN CONDITION - RISING
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. TOUCH-AND-GO - ATTEMPTED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. 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) 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. - 1257      10/31/87      LAVEEN,AZ      A/C Reg. No. N3804D      Time (Lcl) - 0850 MST

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - CESSNA 182A  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2650  
No. of Seats      - 4

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

ELT Installed/Activated - YES/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- 070/005 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - 10000 FT BROKEN  
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      - PRECAUTIONARY LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 15  
Aircraft Type - C-182A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 214
Last 24 Hrs	- 0
Make/Model	- 214
Last 30 Days	- 7
Instrument	- 0
Last 90 Days	- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS FERRYING HIS AIRCRAFT THREE MILES TO A PRIVATE STRIP. SHORTLY AFTER TAKEOFF, THE ENGINE BEGAN LOSING POWER. THE PILOT DID NOT THINK HE COULD MAKE IT TO THE PRIVATE STRIP SO HE ATTEMPTED A PRECAUTIONARY LANDING ON A DIRT ROAD. HE STATED HE WAS CONCENTRATING SO HARD ON THE DIRT ROAD THAT HE DID NOT SEE A SAGUARO CACTUS BESIDE THE ROAD. THE LEFT WING OF THE AIRCRAFT COLLIDED WITH THE CACTUS. THERE WAS LIGHT RAINFALL AT THE TIME OF THE ACCIDENT. THERE WERE NO REPORTED MECHANICAL PROBLEMS PRIOR TO THIS FLIGHT. THE PILOT REPORTED USE OF FULL CARBURETOR HEAT COULD HAVE PREVENTED THE LOSS OF ENGINE POWER.

Brief of Accident (Continued)

File No. - 1257

10/31/87

LAVEEN,AZ

A/C Reg. No. N3804D

Time (Lcl) - 0850 MST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND

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

Finding(s)

3. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1357      2/14/87      WILLIAMS,CA      A/C Reg. No. N7162Z      Time (Lcl) - 1630 PST

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540 SERIES	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	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	SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 13800
SE LAND	Months Since - 3	Make/Model- 3700
	Aircraft Type - UNK/NR	Instrument- 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT, THE PLT WAS PARALLELING A CANAL WHEN THE RIGHT WING BECAME ENTANGLED IN WEEDS AND CONTACTED THE CANAL. THE ACFT BEGAN A RIGHT TURN WHEN THE ACFT SLOWED AND THE LEFT MAIN LANDING GEAR CONTACTED THE TERRAIN. THE ACFT NOSED OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 1357

2/14/87

WILLIAMS,CA

A/C Reg. No. N7162Z

Time (Lcl) - 1630 PST

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
3. CLEARANCE - MISJUDGED - PILOT IN COMMAND

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---Probable Cause---

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

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

Brief of Accident

File No. - 1372      2/22/87      VACAVILLE, CA      A/C Reg. No. N620BD      Time (Lcl) - 1315 PST

-----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	ON GROUND	Crew 0	0	1	0
Accident Occurred During -TAKEOFF		Pass 0	0	0	0
		Other 0	1	3	0

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

Make/Model - BOEING PT-13D	Eng Make/Model - LYCOMING R-680	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 225 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	NUT TREE
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2384
SE LAND, ME LAND	Months Since - 8	Make/Model- 420
	Aircraft Type - UNK/NR	Instrument- 132
		Multi-Eng - 75
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WERE IN THE HOLDING AREA SHORT OF RUNWAY 19 AT THE UNCONTROLLED NUT TREE AIRPORT. THE CESSNA PILOT TAXIED INTO POSITION BEHIND LANDING TRAFFIC AND ALLOWED HIS AIRCRAFT TO ROLL SLOWLY FORWARD WHILE WAITING FOR THE LANDING AIRCRAFT TO CLEAR THE RUNWAY. THE CESSNA PILOT STOPPED HIS AIRCRAFT WHEN THE LANDING TRAFFIC CONTINUED TO THE RUNWAY END. MEANWHILE, THE BOEING PILOT TAXIED INTO POSITION AND, AFTER ANNOUNCING HIS INTENTION TO TAKEOFF ON THE UNICOM FREQUENCY, COMMENCED HIS TAKEOFF GROUND ROLL. THE CESSNA PILOT HEARD ANOTHER AIRCRAFT MAKE A TRANSMISSION BUT COULD NOT UNDERSTAND IT. THE PILOT OF THE BOEING AIRCRAFT WAS FLYING FROM THE REAR SEAT. HE SAID HE SAW THE CESSNA AIRCRAFT AS SOON AS HE RAISED THE TAILWHEEL BUT NOT IN TIME TO AVOID THE COLLISION.



Brief of Accident (Continued)

File No. - 1372

2/22/87

VACAVILLE, CA

A/C Reg. No. N620BD

Time (Lcl) - 1315 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1372      2/22/87      VACAVILLE, CA      A/C Reg. No. N8070E      Time (Lcl) - 1315 PST

-----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	0	1	0	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass	0	0	3	0
			Other	0	0	1	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	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/010 KTS</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">HAYWARD, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">NUT TREE</p> <p>Runway Ident - 19</p> <p>Runway Lth/Wid - 3800/ 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, CFI</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 14</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3518</p> <p>Make/Model- 1590</p> <p>Instrument- 202</p> <p>Multi-Eng - 62</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 27</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WERE IN THE HOLDING AREA SHORT OF RUNWAY 19 AT THE UNCONTROLLED NUT TREE AIRPORT. THE CESSNA PILOT TAXIED INTO POSITION BEHIND LANDING TRAFFIC AND ALLOWED HIS AIRCRAFT TO ROLL SLOWLY FORWARD WHILE WAITING FOR THE LANDING AIRCRAFT TO CLEAR THE RUNWAY. THE CESSNA PILOT STOPPED HIS AIRCRAFT WHEN THE LANDING TRAFFIC CONTINUED TO THE RUNWAY END. MEANWHILE, THE BOEING PILOT TAXIED INTO POSITION AND, AFTER ANNOUNCING HIS INTENTION TO TAKEOFF ON THE UNICOM FREQUENCY, COMMENCED HIS TAKEOFF GROUND ROLL. THE PILOT OF THE CESSNA HEARD ANOTHER AIRCRAFT MAKE A RADIO TRANSMISSION BUT WAS NOT ABLE TO UNDERSTAND IT. THE PILOT OF THE BOEING AIRCRAFT WAS FLYING FROM THE REAR SEAT. HE SAID HE SAW THE CESSNA AIRCRAFT AS SOON AS HE RAISED THE TAILWHEEL BUT NOT IN TIME TO AVOID THE COLLISION.

Brief of Accident (Continued)

File No. - 1372

2/22/87

VACAVILLE,CA

A/C Reg. No. N8070E

Time (Lcl) - 1315 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
- 

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

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

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

Brief of Accident

File No. - 1314

4/05/87

NEEDLES,CA

A/C Reg. No. N4828N

Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	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 182Q  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 3100  
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 - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 340/006 KTS  
Visibility - 45.0 SM  
Lowest Sky/Clouds - 30000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NEEDLES,CA  
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 - 28  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 0  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 3007  
Make/Model- 115  
Instrument- 172  
Multi-Eng - 390  
Last 24 Hrs - 1  
Last 30 Days- 2  
Last 90 Days- 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 182Q COLLIDED WITH AN UNMARKED 50 FT HIGH CABLE OVER THE COLORADO RIVER. THE ACFT WAS OBSERVED FLYING BELOW THE LEVEL OF THE CABLE ROCKING ITS WINGS TO BOATERS AND SUNBATHERS. ONE WITNESS STATED THAT THE ACFT "BUZZED US, SO LOW, I ACTUALLY DUCKED, THINKING HE WOULD HIT US." THE ACFT THEN STARTED A CLIMB AT WHICH TIME IT COLLIDED WITH THE CABLE. THE CABLE IS PART OF A GAGE STATION WHICH MEASURES THE HEIGHT OF THE COLORADO RIVER. THE CABLE SPANS 548.8 FT BETWEEN THE RIVER BANKS AND IS 1 1/8 INCHES IN DIAMETER AND CONSTRUCTED WITH 37 GALVANIZED PLOW STEEL STRANDS. THE CABLE CROSSING IS NOT MARKED ON THE PHOENIX SECTIONAL CHART, BUT THE CROSSING FALLS WITHIN THE BOUNDARIES OF A NATIONAL PARK SERVICE AREA. PILOTS ARE REQUESTED TO MAINTAIN A MINIMUM ALTITUDE OF 2,000 FT ABOVE THE SURFACE OF THESE AREAS. IN ADDITION THE FAR 91.79 RESTRICTS THE OPERATION OF AN ACFT TO NO CLOSER THAN 500 FT TO ANY PERSON, VESSEL, VEHICLE, OR STRUCTURE.

Brief of Accident (Continued)

File No. - 1314

4/05/87

NEEDLES,CA

A/C Reg. No. N4828N

Time (Lc1) - 1340 PDT

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

Finding(s)

1. OBJECT - WIRE,STATIC
2. ALTITUDE - IMPROPER - PILOT IN COMMAND
3. VISUAL LOOKOUT - INATTENTIVE - PILOT IN COMMAND
4. BUZZING - PERFORMED - PILOT IN COMMAND

Occurrence #2        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) 2,4

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. - 1263      4/05/87      HEALDSBURG,CA      A/C Reg. No. N9216K      Time (Lcl) - 1327 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	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	1	0
Accident Occurred During -TAKEOFF					

-----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 - NO
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point HEALDSBURG,CA	
Method - N/A	Destination LOCAL	Airport Data HEALDSBURG
Completeness - N/A	ATC/Airspace	Runway Ident - 31
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2707/ 45
Wind Dir/Speed- 300/012 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 50.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - 6000 FT SCATTERED		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP	Current - YES	Total - 21800
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 3
	Aircraft Type - B-727	Make/Model- 3
		Last 30 Days- 3
		Instrument- 2200
		Last 90 Days- 78
		Multi-Eng - 17500
		Rotorcraft - 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING WHAT WAS SUPPOSED TO BE A TAXI TEST, THE PLT DECIDED TO TAKEOFF WHEN HE LOST CONTROL OF THE ACFT. THE ACFT VEERED TO THE RIGHT OFF THE RWY AND COLLIDED WITH THE TERRAIN. THE PLT HAD FLOWN THE ACFT FOR THE FIRST TIME WITH THE OWNER THE DAY BEFORE THE ACCIDENT. THE OWNER STATED THAT THE PLT COULD NOT TAKEOFF OR LAND THE ACFT WITHOUT ASSISTANCE. ON THE DAY OF THE ACCIDENT THE OWNER HAD INSTRUCTED THE PLT TO TAXI THE ACFT AROUND TO GET THE FEEL OF THE BRAKES, HOWEVER, THE PLT TOOK THE ACFT DOWN THE RWY WHERE HE LOST CONTROL WHEN THE ACFT TOOK OFF. AT AN ALTITUDE OF 3 TO 5 FEET AGL THE LEFT WING DIPPED, THE ACFT SETTLED TO THE RWY THEN VEERED RIGHT.

Brief of Accident (Continued)

File No. - 1263

4/05/87

HEALDSBURG,CA

A/C Reg. No. N9216K

Time (Lcl) - 1327 PDT

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

3.        IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

4. INSTRUCTIONS, WRITTEN/VERBAL - DISREGARDED - PILOT IN COMMAND  
-----

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN  
-----

Occurrence #3            NOSE DOWN

Phase of Operation      TAKEOFF - GROUND RUN  
-----

----Probable Cause----

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

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

Brief of Accident

File No. - 1313      4/14/87      SANTA MARIA,CA      A/C Reg. No. N2225C      Time (Lcl) - 1045 PDT

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

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

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

Make/Model - CESSNA T303	Eng Make/Model - CONTINENTAL TS10-520-AE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5175	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 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	BAKERSFIELD,CA	
Completeness - FULL	Destination	<b>Airport Data</b>
Basic Weather - VMC	SANTA MARIA,CA	SANTA MARIA PUBLIC
Wind Dir/Speed- 320/005 KTS		Runway Ident - 30
Visibility - 30.0 SM	<b>ATC/Airspace</b>	Runway Lth/Wid - 6300/ 150
Lowest Sky/Clouds - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT OVERCAST	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE	FORCED LANDING	
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	Current - YES	Total - 7965
SE LAND,ME LAND,SE SEA	Months Since - 4	Make/Model- 51
	Aircraft Type - 310	Instrument- 310
		Multi-Eng - 116
		Last 24 Hrs - 5
		Last 30 Days- 86
		Last 90 Days- 279

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA T303 COLLIDED W THE LOC ANTENNA AFT A TOTAL LOSS OF PWR IN BOTH ENGS WHILE ON FINAL APP TO RWY 30. THE PLT INDICATED THAT THE ENGS FAILED DUE TO FUEL EXHAUSTION. THE FLT MADE 5 STOPS TO PICK-UP AND DROP OFF CARGO AND IS NORMALLY FLOWN DAILY BY DIFFERENT PLTS. THE ACFT IS NOT REFUELED AT THE DEPT POINT WHERE IT IS BASED BUT RATHER AT AN INTERMEDIATE STOP. AS A RESULT OF THIS PROCEDURE, THE ACFT IS NOT FULLY FUELED PRIOR TO THE DAYS FLT AND THE FUEL LEVEL CAN ONLY BE ESTIMATED BY VISUAL INSPECTION DURING PREFLT. THE PLT HAD QUESTIONED THE CHIEF PLT ABT THE PROCEDURE AND THE FUEL LEVEL 2 WEEKS PRIOR AND WAS TOLD IT WAS "OK". INVESTIGATION REVEALED THAT THE ACFT HAD NOT BEEN REFUELED THE PRECEEDING DAY AT THE INTERMEDIATE STOP. THE PLT STATED THAT AFT LOWERING THE GEAR ON FINAL APP, THE ACFT LOST 150 TO 200 FEET AND COLLIDED W THE ANTENNA.



Brief of Accident (Continued)

File No. - 1313

4/14/87

SANTA MARIA, CA

A/C Reg. No. N2225C

Time (Lc1) - 1045 PDT

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

Finding(s)

1. FUEL SYSTEM, TANK - LOW LEVEL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. INSUFFICIENT STANDARDS/REQUIREMENTS - COMPANY/OPERATOR MGMT
5. REFUELING - NOT PERFORMED - OTHER PERSON
6. FLUID, FUEL - EXHAUSTION

Occurrence #2      UNDERSHOOT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
8. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND

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

Finding(s)

9. OBJECT - APPROACH LIGHT/NAVAID

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,3,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1370      4/22/87      NOVATO,CA      A/C Reg. No. N573T      Time (Lcl) - 1340 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
ON GROUND

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

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

Make/Model      - BEECH 35-A33  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL IO-470  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 225 HP

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

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

Weather Data

Wx Briefing      - 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      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAN CARLOS,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

GNOSS FIELD  
Runway Ident      - 31  
Runway Lth/Wid      - 3360/      60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

Current      - YES  
Months Since      - 9  
Aircraft Type      - 35-A33

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2088	Last 24 Hrs	- 1
Make/Model-	400	Last 30 Days-	4
Instrument-	52	Last 90 Days-	14
Multi-Eng	- 10		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ABORTED THE TAKEOFF ATTEMPT BEFORE BECOMING AIRBORNE AT A POINT NEAR MIDFIELD ON THE 3360 FT RWY. HE RPTD SMOKE IN THE COCKPIT FROM AN ELECTRICAL SHORT OF UNRPTD ORIGIN. BOTH THE PLT AND THE PLT-RATED PAX THOUGHT THEY WOULD BE ABLE TO STOP ON THE REMAINING RWY, HOWEVER, THE ACFT COLLIDED WITH A DITCH AFTER THE PLT STATED THAT THE ACFT LOST BRAKING EFFECTIVENESS. AFTER THE ACCIDENT THE PLT MADE A SAFETY RECOMMENDATION WHICH INCLUDED "INSPECT BRAKE PADS DURING PREFLIGHT, RELINE IF NOT WORKING PERFECTLY...". THE PAX IN THE RIGHT SEAT REMARKED THAT THE PLT HAD FAILED TO PERFORM A PREFLIGHT INSPECTION OF THE ACFT BFR THE FLT.

Brief of Accident (Continued)

File No. - 1370

4/22/87

NOVATO, CA

A/C Reg. No. N573T

Time (Lcl) - 1340 PDT

-----  
Occurrence #1        FIRE  
Phase of Operation    TAKEOFF - GROUND RUN

Finding(s)  
1. ELECTRICAL SYSTEM - SHORTED  
2.     UNDETERMINED  
-----

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

Finding(s)  
3. TERRAIN CONDITION - DITCH  
4.     ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND  
5. LANDING GEAR, NORMAL BRAKE SYSTEM - LOSS, PARTIAL  
6.     AIRCRAFT PREFLIGHT - NOT PERFORMED - PILOT IN COMMAND  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1315      5/05/87      WILLIAMS,CA      A/C Reg. No. N4216X      Time (Lcl) - 1915 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	1	0
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- ROCKWELL (AYRES) 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	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	SAME AS ACC/INC	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	- NONE	Runway Surface
Precipitation	- NONE	- N/A
Condition of Light	- DAYLIGHT	Runway Status
	Type Apch/Lndg	- N/A
	- FORCED LANDING	

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5165	Last 24 Hrs - 10
SE LAND	Months Since - 3	Make/Model- 5029	Last 30 Days- 55
	Aircraft Type - C-182	Instrument- 40	Last 90 Days- 174

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED HE HEARD SOMETHING BREAK. THE SOUND WAS FOLLOWED BY A VIBRATION. THE PLT THEN TURNED TO LAND ON A ROAD. HE WAS UNABLE TO MAINTAIN ALT AND AIRSPEED. THE ROCKWELL S2R LANDED IN A CULTIVATED FIELD AND NOSED OVER AFTER A COLLISION WITH A DIRT BANK. POST ACCIDENT EXAM OF THE PROP HUB ASSEMBLY REVEALED THAT THE COUNTERWEIGHT BEARING SHAFT WAS FRACTURED ON ONE OF THE PROP BLADES. THIS WOULD ALLOW ONE PROP BLADE TO ROTATE AT A DIFFERENT PITCH ANGLE. THE ROCKWELL S2R HAD A TWO BLADED HAMILTON STANDARD 12D40-305 PROP INSTALLED. IT HAD BEEN MODIFIED IN ACCORDANCE WITH STC #SP1408NW WHICH REPLACES THE HAMILTON STANDARD COUNTERWEIGHT BEARINGS WITH MIDWEST AVIATION ROLLERS.

Brief of Accident (Continued)

File No. - 1315

5/05/87

WILLIAMS, CA

A/C Reg. No. N4216X

Time (Lcl) - 1915 PDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, COUNTERWEIGHT - FAILURE, TOTAL  
-----

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

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK  
-----

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1312      7/18/87      JACKSON,CA      A/C Reg. No. N7499M      Time (Lcl) - 1112 PDT

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

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

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

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	JACKSON,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAN ANDREAS,CA	WESTOVER FIELD
Wind Dir/Speed- 190/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 106
SE LAND	Months Since - 1	Make/Model- 61
	Aircraft Type - 175	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF THE ENGINE BEGAN MISSING THEN QUIT AT AN ALTITUDE OF APRX 200 FT AGL. THE PLT ATTEMPTED TO RETURN AND LAND AT THE AIRPORT BUT WAS UNABLE TO REACH THE RUNWAY. INSPECTION OF THE ENGINE REVEALED THAT THE NUMBER 5 CYLINDER BARREL WAS CRACKED AT THE BASE OF THE CYLINDER HEAD.

Brief of Accident (Continued)

File No. - 1312

7/18/87

JACKSON, CA

A/C Reg. No. N7499M

Time (Lcl) - 1112 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED  
-----

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

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

Finding(s)

2. OBJECT - FENCE  
-----

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

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

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

Brief of Accident

File No. - 1311      7/24/87      STRATHMORE,CA      A/C Reg. No. N3884D      Time (Lcl) - 1200 PDT

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

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

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

Make/Model - CESSNA 182A	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	VISALIA,CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ECKERT FIELD
Wind Dir/Speed- 300/004 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 260
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 87
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, UPON LANDING, THE AIRCRAFT TOUCHED-DOWN APPROX 500 FT FROM THE APPROACH END OF THE RWY. THE PLT LOST DIRECTIONAL CONTROL OF THE ACFT WHEN HE STATED THAT THE BRAKES FAILED TO RESPOND. THE RUNWAY ON WHICH THE ACFT LANDED IS APPROX 2000 FT LONG. DENSITY ALTITUDE FOR THAT DAY WAS COMPUTED TO BE 2000 FT, WITH A TEMP OF 81 DEGREES. AS STATED IN THE CESSNA OPERATION MANUAL, THIS ACFT REQUIRES APPROX 1375 FT OF GROUND ROLL, WITH 40 DEGREES OF FLAPS, AND A STANDARD TEMP OF 59 DEGRESS. THE ACFT WAS LANDED WITH NO FLAPS EXTENDED. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.



Brief of Accident (Continued)

File No. - 1311

7/24/87

STRATHMORE, CA

A/C Reg. No. N3884D

Time (Lcl) - 1200 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - EXCEEDED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      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) 1,4,5,6

Brief of Accident

File No. - 1272      7/28/87      KERNVILLE, CA      A/C Reg. No. N52331      Time (Lcl) - 1645 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

Fire  
NONE

Crew  
Pass

Fatal	Serious	Minor	None
0	0	1	0
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-UNK/NR  
Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - FULL  
Basic Weather - VMC  
Wind Dir/Speed- 290/010 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  
PASO ROBLES, CA  
Destination  
KERNVILLE, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KERNVALLEY  
Runway Ident - 17  
Runway Lth/Wid - 3500/ 50  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 35  
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 - 35  
Last 24 Hrs - 0  
Make/Model- 31  
Last 30 Days- 10  
Instrument- 2  
Last 90 Days- 22  
Multi-Eng - UNK/NR  
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A SOLO INSTRUCTIONAL FLIGHT, THE STUDENT PLT WAS ATTEMPTING A LANDING WITH A 6-10 KNOT CROSSWIND. WHILE ON FINAL APPROACH WITH FULL FLAPS AND PWR OFF, THE PLT STATED THAT OVER THE THRESHOLD AT APRX 10 FT AGL IN THE FLARE CONFIGURATION, A GUST OF WIND RAISED THE RIGHT WING AND THE ACFT DRIFTED TO THE LEFT SIDE OF THE RWY. THE PLT ADDED FULL PWR AND RETRACTED THE FLAPS TO GO-AROUND, HOWEVER, THE ACFT'S LANDING GEAR CAUGHT ON A BARB WIRE FENCE AND THE ACFT NOSED OVER COLLIDING WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1272

7/28/87

KERNVILLE,CA

A/C Reg. No. N52331

Time (Lcl) - 1645 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  5. RAISING OF FLAPS - PREMATURE - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

6. OBJECT - FENCE
- 

Occurrence #3        NOSE OVER  
Phase of Operation    LANDING - ROLL

-----

----Probable Cause----

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

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

Brief of Accident

File No. - 1317      8/06/87      BUTTE CITY,CA      A/C Reg. No. N8335H      Time (Lcl) - 1445 PDT

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

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

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

Make/Model - NORTH AMERICAN T-6G	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	RICHVALE,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10250
SE LAND	Months Since - 8	Make/Model- 65
HELICOPTER	Aircraft Type - 300C	Instrument- 75
		Last 24 Hrs - 5
		Last 30 Days- 30
		Last 90 Days- 288
		Rotorcraft - 5500

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

DURING A LOCAL FLIGHT, A WITNESS OBSERVED THE ACFT MAKING SHALLOW RIGHT TURNS AT APRX 100 FT AGL. THE ACFT SUDDENLY NOSED DOWN AND COLLIDED WITH THE TERRAIN. NEITHER THE PLT NOR THE PASSENGER REMEMBER WHAT HAPPENED. INSPECTION OF THE ENGINE REVEALED CONSIDERABLE IMPACT DAMAGE, HOWEVER THE COMPONENTS THAT WERE NOT DAMAGED WERE INSPECTED AND TESTED WITH NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED.

Brief of Accident (Continued)

File No. - 1317

8/06/87

BUTTE CITY, CA

A/C Reg. No. N8335H

Time (Lcl) - 1445 PDT

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SOFT
  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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1262      8/07/87      REDDING,CA      A/C Reg. No. N81200      Time (Lcl) - 1448 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	1
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point MODESTO,CA	Airport Data
Method - UNK/NR	Destination SAME AS ACC/INC	BENTON FLD
Completeness - UNK/NR	ATC/Airspace	Runway Ident - 33
Basic Weather - VMC	Type of Flight Plan - VFR	Runway Lth/Wid - 2420/ 80
Wind Dir/Speed- 300/008 KTS	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 60.0 SM	Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - C-150	Make/Model- 8
		Last 30 Days- UNK/NR
		Instrument- 79
		Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AIR RACE, THE PLT WAS ATTEMPTING A LANDING WHEN ON FINAL APPROACH THE ACFT FLEW THROUGH UPDRAFTS. THE PLT LANDED THE ACFT APRX 600 FT FROM THE THRESHOLD AND APPLIED HEAVY BRAKING. JUST PRIOR TO RUNNING OFF THE RUNWAY THE PILOT ADDED FULL POWER AND RAN THROUGH A FENCE.

Brief of Accident (Continued)

File No. - 1262

8/07/87

REDDING, CA

A/C Reg. No. N81200

Time (Lcl) - 1448 PDT

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

Finding(s)

1. WEATHER CONDITION - UPDRAFT
- 

Occurrence #2        OVERRUN  
Phase of Operation    LANDING - ROLL  
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND  
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

-----

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

Finding(s)

4. OBJECT - FENCE
- 

----Probable Cause----

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

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

Brief of Accident

File No. - 1316      8/08/87      MAMMOTH LAKES, CA      A/C Reg. No. N24651      Time (Lcl) - 1435 PDT

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

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

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

Make/Model - BEECH C23	Eng Make/Model - LYCOMING O-360-A4G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NAPA, CA	MAMMOTH LAKES
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 100
Lowest Sky/Clouds - 7000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 324
SE LAND	Months Since - 11	Make/Model- 60
	Aircraft Type - C-152	Instrument- 2
		Last 24 Hrs - 3
		Last 30 Days- 12
		Last 90 Days- 54

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT, JUST AFTER TAKE-OFF, THE ENGINE EXPERIENCED A PARTIAL LOSS OF POWER WHEN THE PLT POSITIONED THE CARB HEAT CONTROL TO FULL COLD. THE PLT STATED THAT IN ORDER TO OBTAIN FULL POWER, DURING THE RUNUP HE WOULD POSITION THE CARB HEAT TO ONE EIGHTH HOT. INSPECTION AND A FLOW TEST OF THE CARB REVEALED THAT THE CARB WOULD SUSTAIN ENGINE OPERATION. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE TEMPERATURE RECORDED AT MAMMOTH LAKES AIRPORT 13 MINUTES AFTER THE ACCIDENT WAS 82 DEGREES. THE DENSITY ALTITUDE WAS 10,300 FEET. THE DEW POINT WAS NOT RECORDED THEREFORE THE PROBABILITY OF CARBURETOR ICING COULD NOT BE DETERMINED.



Brief of Accident (Continued)

File No. - 1316

8/08/87

MAMMOTH LAKES, CA

A/C Reg. No. N24651

Time (Lcl) - 1435 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3.      LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4.      LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

6. OBJECT - FENCE

Occurrence #4      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 2,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1261

8/14/87

TRUCKEE,CA

A/C Reg. No. N20904

Time (Lcl) - 1600 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH 95-B55  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5100  
No. of Seats - 3

Eng Make/Model - CONTINENTAL O-470-L  
Number Engines - 2  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 260 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- 270/015 KTS  
Visibility - UNK/NR  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
WILLOWS,CA  
Destination  
TRUCKEE,CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
TRUCKEE

Runway Ident - 19  
Runway Lth/Wid - 4650/ 75  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1424
Make/Model-	23
Instrument-	150
Multi-Eng -	328
Last 24 Hrs -	UNK/NR
Last 30 Days-	33
Last 90 Days-	72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TELEPHONE INTERVIEW, THE PILOT STATED THAT HE "LANDED HARD" ON RUNWAY 19. WINDS WERE REPORTED TO BE FROM 270 DEGREES AT 15 KNOTS GUSTING TO 20 KNOTS. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT. THE PILOT DID NOT REPORT THE ACCIDENT WITHIN TEN DAYS OF THE OCCURRENCE. HE STATED THAT HE DID NOT KNOW THAT THE DAMAGE TO THE AIRCRAFT MET THE NTSB CRITERIA FOR SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1261

8/14/87

TRUCKEE, CA

A/C Reg. No. N20904

Time (Lcl) - 1600 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. TOUCHDOWN - MISJUDGED - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

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

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

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. - 1373      8/30/87      SONORA, CA      A/C Reg. No. N737SL      Time (Lcl) - 1730 PDT

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBIA, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PALO ALTO, CA	Runway Ident - N/A
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 182
		Instrument- 44
		Last 30 Days- 6
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLT THE ENGINE SUDDENLY LOST PARTIAL POWER. THE PLT MADE A FORCED LANDING IN A PARKING LOT WHERE THE AIRCRAFT TOUCHED DOWN AND COLLIDED WITH A FENCE THAT BORDERS THE LOT. THE ENGINE WAS INSPECTED AND TEST RUN FOR APPROX 20 MINUTES AT DIFFERENT POWER SETTINGS WITH NO DISCREPANCIES NOTED.

Brief of Accident (Continued)

File No. - 1373

8/30/87

SONORA, CA

A/C Reg. No. N737SL

Time (Lcl) - 1730 PDT

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

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

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

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

Finding(s)  
2. OBJECT - FENCE POST  
-----

-----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. - 1369      8/30/87      FORTUNA, CA      A/C Reg. No. N246WB      Time (Lcl) - 2130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious      Minor  
0      0  
0      0

None  
1  
0

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

Make/Model      - CESSNA 172D  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 2300  
No. of Seats      - 4

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - ACFT RADIO  
Completeness      - UNK/NR  
Basic Weather      - IMC  
Wind Dir/Speed- 210/005 KTS  
Visibility      - 1.000 SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - 100 FT OBSCURED  
Obstructions to Vision- FOG  
Precipitation      - NONE  
Condition of Light      - NIGHT(DARK)

Itinerary

Last Departure Point  
SANTA ROSA, CA  
Destination  
ARCAT, CA

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

ROHNERVILLE  
Runway Ident      - 29  
Runway Lth/Wid      - 4025/ 100  
Runway Surface      - ASPHALT  
Runway Status      - DRY

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

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

Age - 48  
Biennial Flight Review  
Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

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

Total      - 350      Last 24 Hrs - 12  
Make/Model- 350      Last 30 Days- UNK/NR  
Instrument- 8      Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A PRECAUTIONARY LANDING BECAUSE OF DETERIORATING WEATHER DUE TO FOG. HE UNDERSHOT THE RUNWAY ON HIS LANDING TOUCHDOWN. HE SAID HE WAS BLINDED BY THE APPROACH LIGHTS BUT ELECTED TO CONTINUE WITH THE LANDING RATHER THAN ATTEMPTING A GO-AROUND.

Brief of Accident (Continued)

File No. - 1369

8/30/87

FORTUNA, CA

A/C Reg. No. N246WB

Time (Lcl) - 2130 PDT

---

Occurrence #1      UNDERSHOOT

Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - FOG
  2. WEATHER CONDITION - OBSCURATION
  3. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
  6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1356      9/06/87      MAMMOTH LAKES,CA      A/C Reg. No. N34GL      Time (Lcl) - 1249 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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 - MANEUVERING

Fire  
NONE

Crew  
Pass

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

Make/Model - BEECH A45  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2950  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-470-13A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 300/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
MAMMOTH LAKES,CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MAMMOTH LAKES  
Runway Ident - UNK/NR  
Runway Lth/Wid - 7000/ 100  
Runway Surface - DIRT  
Runway Status - DRY

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

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

Age - 41  
Biennial Flight Review  
Current - UNK/NR  
Months Since - UNK/NR  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 2252  
Make/Model- 1110  
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 AN AIRSHOW PERFORMANCE, THE ACFT COLLIDED WITH THE TERRAIN IN A NEAR VERTICAL ATTITUDE. THE MANEUVER THE PLT WAS TO PERFORM WAS A CUBAN EIGHT. THE FIRST HALF OF THE MANEUVER WAS FLOWN CORRECTLY, HOWEVER, DURING THE SECOND HALF OF IT THE ACFT REMAINED IN AN INVERTED POSITION INSTEAD OF ROLLING RIGHT SIDE UP AT THE TOP OF THE LOOP. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.



Brief of Accident (Continued)

File No. - 1356

9/06/87

MAMMOTH LAKES, CA

A/C Reg. No. N34GL

Time (Lc1) - 1249 PDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. MANEUVER - NOT FOLLOWED - PILOT IN COMMAND
  3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  4. 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) 3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1368      9/14/87      BYRON, CA      A/C Reg. No. N999BA      Time (Lcl) - 1918 PDT

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

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

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

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

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

Weather Data	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- 220/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 9540
SE LAND, SE SEA	Months Since - 3	Make/Model- 180
	Aircraft Type - PA18	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITH THE WIND OUT OF THE SOUTHWEST AT 8 TO 10 KNOTS, THE PLT WAS TAXIING THE ACFT IN A NORTHERLY DIRECTION AT A HIGH ENOUGH SPEED TO KEEP "ON THE STEP". WHEN HE ATTEMPTED TO TURN THE ACFT TO A SOUTHWESTERLY HEADING FOR TKOF, THE ACFT FAILED TO RESPOND. RATHER THAN ABORT THE TKOF, HE CONTINUED STRAIGHT AHEAD, JUDGING THAT HE HAD SUFFICIENT ROOM TO TKOF IN THAT DIRECTION. AT 38 TO 40 KNOTS, WHILE APPROACHING A LEVEE, HE PULLED THE ACFT OFF THE WATER. THE RIGHT FLOAT GRAZED THE TOP OF THE LEVEE, CAUSING THE ACFT TO VEER TO THE RIGHT FOLLOWED BY THE RIGHT WING COLLIDING WITH A TELEPHONE POLE.

Brief of Accident (Continued)

File No. - 1368

9/14/87

BYRON,CA

A/C Reg. No. N999BA

Time (Lcl) - 1918 PDT

-----  
Occurrence #1        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation   TAKEOFF - INITIAL CLIMB

Finding(s)

1. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. LIFT-OFF - PREMATURE - PILOT IN COMMAND

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1260      9/19/87      SACRAMENTO, CA      A/C Reg. No. N6187H      Time (Lc1) - 1800 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

Make/Model      - PIPER JC3-65  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1220  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL A-65-8  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

ELT Installed/Activated - 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      - 160/006 KTS  
Visibility      - 10.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision      - HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SACRAMENTO, CA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 38

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 261	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS OBSERVED TO BE FLYING AT A VERY LOW ALTITUDE BY TWO SEPARATE WITNESSES. THEY STATED THAT HE WAS FLYING AND MANEUVERING AT APPROXIMATELY 15-20 FEET AGL AND BUZZING POWERLINES. THE PILOT STATED THAT HE CAN NOT REMEMBER WHAT HAPPENED AND THAT THE ENGINE MUST HAVE QUIT. THE ENGINE OPERATED NORMALLY WHEN TEST-RUN.

Brief of Accident (Continued)

File No. - 1260

9/19/87

SACRAMENTO, CA

A/C Reg. No. N6187H

Time (Lcl) - 1800 PDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - WIRE, TRANSMISSION

----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. - 1367      9/22/87      SANTA MONICA, CA      A/C Reg. No. N5366K      Time (Lcl) - 0910 PDT

-----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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	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- 350/010 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 SANTA MONICA, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SANTA MONICA MUNI</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 4987/ 150</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) STUDENT</p>	<p>Age - 29</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 36</p> <p>Make/Model- 12</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 12</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, ON HIS FIRST SUPERVISED SOLO FLIGHT, EXECUTED TWO FULL STOP LANDINGS WITHOUT INCIDENT. ON THE NEXT LANDING, THE STUDENT PILOT STATED THAT THE AIRCRAFT APPARENTLY CAUGHT A GUST OF WIND AND BALLOONED. HE INDICATED THAT HE OVER-CORRECTED AND THE AIRCRAFT NOSED DOWN INTO THE RUNWAY RESULTING IN SUBSTANTIAL DAMAGE TO IT.

Brief of Accident (Continued)

File No. - 1367

9/22/87

SANTA MONICA, CA

A/C Reg. No. N5366K

Time (Lcl) - 0910 PDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
  2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. LEVEL OFF - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1366      9/26/87      SAN RAMON, CA      A/C Reg. No. N8711X      Time (Lcl) - 1535 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

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

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

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

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

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

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

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 045/006 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  
CALEXICO, CA  
Destination  
PETALUMA, CA

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

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

Age - 49  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type - 182D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total      - 1003      Last 24 Hrs - 6  
Make/Model- 500      Last 30 Days- 24  
Instrument- 47      Last 90 Days- 24  
Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TELLING THE LINEMAN AT CALEXICO, CA TO FILL THE TANKS, THE PLT WALKED AWAY FROM THE ACFT TO CLEAR CUSTOMS. WHEN HE RETURNED, HE LOADED HIS PASSENGERS INTO THE ACFT AND DEPARTED THE ARPT. AFTER FLYING 3 AND 1/2 HOURS THE ENGINE STOPPED AND THE ACFT WAS FORCE LANDED ONTO A GOLF COURSE. THE ACFT CAME TO REST AT THE BOTTOM OF A HILL AGAINST A BARBED WIRE FENCE. EXAMINATION OF THE FUEL TANKS REVEALED THEY WERE BOTH EMPTY.



Brief of Accident (Continued)

File No. - 1366

9/26/87

SAN RAMON, CA

A/C Reg. No. N8711X

Time (Lcl) - 1535 PDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FUEL SUPPLY - DISREGARDED - 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)

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. - 1259      10/19/87      MODESTO, CA      A/C Reg. No. N4372N      Time (Lcl) - 1622 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Fatal	Injuries		None
	Serious	Minor	
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 195A  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 3300  
No. of Seats - 5

Eng Make/Model - JACOBS R-755-9A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 275 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- 340/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data  
MODESTO

Runway Ident - 28L  
Runway Lth/Wid - 3459/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

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

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 4  
Aircraft Type - C-182

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

Total - 1365	Last 24 Hrs - 3
Make/Model- 800	Last 30 Days- 30
Instrument- 42	Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING THE END OF THE LANDING ROLL ON RUNWAY 28L, THE AIRCRAFT STARTED TURNING TO THE RIGHT AND HE COULD NOT CORRECT IT AND THE AIRCRAFT GROUND LOOPED. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT. THE PILOT REPORTED THAT THE WINDS WERE FROM 300 DEGREES AT 5 KNOTS. THE AIRPORT WEATHER OBSERVATION FACILITY REPORTED THAT 33 MINUTES AFTER THE ACCIDENT, THE WINDS WERE FROM 340 DEGREES AT 8 KNOTS.

Brief of Accident (Continued)

File No. - 1259

10/19/87

MODESTO, CA

A/C Reg. No. N4372N

Time (Lcl) - 1622 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 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. - 1258 10/22/87 CHINO, CA

A/C Reg. No. N423T

Time (Lcl) - 1107 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire Crew  
NONE Pass

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

Make/Model - BEECH 35-A33  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-J  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 225 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 - 4.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling - 9000 FT BROKEN  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 68  
Biennial Flight Review  
Current - UNK/NR  
Months Since - 12  
Aircraft Type - B-55

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

Total	- 1295	Last 24 Hrs	- 0
Make/Model	- UNK/NR	Last 30 Days	- 6
Instrument	- UNK/NR	Last 90 Days	- 15
Multi-Eng	- 316	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND PASSENGER BOTH STATED THAT THE ENGINE LOST ALL POWER DURING THE FINAL APPROACH FOR LANDING. THE PASSENGER SWITCHED THE FUEL TANK SELECTOR FROM THE LEFT TO THE RIGHT TANK. THERE WAS NOT TIME TO ATTEMPT A RESTART. HE THEN RAISED THE LANDING GEAR SO THAT THE AIRCRAFT WOULD GLIDE FARTHER. THEY WERE UNABLE TO MAKE IT TO THE RUNWAY AND FORCE LANDED IN A FIELD. AN EXAMINATION OF THE WRECKAGE REVEALED THAT THERE WAS NO FUEL IN THE LEFT FUEL TANK. THERE WERE NO REPORTED MECHANICAL PROBLEMS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1258

10/22/87

CHINO, CA

A/C Reg. No. N423T

Time (Lcl) - 1107 PDT

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

Finding(s)

1. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
  2. FUEL SYSTEM, SELECTOR VALVE - NOT SWITCHED
  3. FUEL SYSTEM, TANK - EXHAUSTION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

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

-----

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1299      11/08/87      CORONA, CA      A/C Reg. No. N92783      Time (Lcl) - 1700 PST

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

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

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - UNK/NR
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 - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CARLSBAD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHINO, CA	Runway Ident - N/A
Wind Dir/Speed- 260/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1979
SE LAND	Months Since - UNK/NR	Make/Model- 748
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LOST ENGINE PWR DURING CRUISE AND DURING THE ENSUING FORCED LANDING THE ACFT COLLIDED WITH AN OBJECT AND WAS DAMAGED. THE POST ACC INSPECTION REVEALED THAT THE ACFT FUEL TANKS WERE EMPTY AND THE FUEL LINES LACKED FUEL. NO OTHER MALFUNCTIONS WERE NOTED.

Brief of Accident (Continued)

File No. - 1299

11/08/87

CORONA, CA

A/C Reg. No. N92783

Time (Lcl) - 1700 PST

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL  
1. FLUID, FUEL - EXHAUSTION  
2. FUEL CONSUMPTION CALCULATIONS - POOR - 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)  
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. - 1256      11/10/87      PLACERVILLE, CA      A/C Reg. No. N5577T      Time (Lcl) - 1635 PST

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	PLACERVILLE
Wind Dir/Speed	- 320/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 23
Lowest Sky/Clouds	- 12000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- 25000 FT BROKEN	- NONE	- 4200/ 75
Obstructions to Vision	- NONE	Type of Clearance	- ASPHALT
Precipitation	- NONE	Type Apch/Lndg	- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 33	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 33	Last 30 Days- 9
	Aircraft Type - N/A	Instrument- 4	Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TELEPHONE INTERVIEW THE STUDENT PILOT STATED THAT HE WAS PRACTICING TAKEOFFS AND LANDINGS. ON THE LANDING PRIOR TO THE ACCIDENT, THE AIRCRAFT BOUNCED AND THE STUDENT PILOT ATTEMPTED A GO AROUND. DURING THE GO AROUND ATTEMPT THE AIRCRAFT DRIFTED TO THE LEFT SIDE OF THE RUNWAY AND COLLIDED WITH A POLE. THERE WERE NO MECHANICAL PROBLEMS REPORTED PRIOR TO THE ACCIDENT. WINDS WERE REPORTED TO BE FROM 320 DEGREES AT 3 KNOTS.



Brief of Accident (Continued)

File No. - 1256

11/10/87

PLACERVILLE, CA

A/C Reg. No. N5577T

Time (Lcl) - 1635 PST

---

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
  2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1248

6/17/87

DURANGO, CO

A/C Reg. No. N23405

Time (Lcl) - 1700 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CONCEPT 70  
Landing Gear - HULL  
Max Gross Wt - 875  
No. of Seats - 1

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

ELT Installed/Activated - NO -N/A  
Stall Warning System - 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 - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DURANGO, 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

GLIDER

Age - 39

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - 288B

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total -	133	Last 24 Hrs -	2
Make/Model-	133	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD BEEN FLYING FOR ONE HOUR AND HAD BEEN DOING ACROBATICS. HE HAD STARTED AN INSIDE LOOP AND DURING PULL UP, HE REPORTED INDICATING 5.5 G'S ON HIS NEW G METER. THE PLT REPORTED THAT BOTH WINGS LEFT THE ACFT AND HE JETTISONED THE CANOPY. HE BAILED OUT AND LANDED SAFELY IN TREES. THE ACFT FUSELAGE IMPACTED IN A FIELD AND WAS DESTROYED. THE WINGS AND OTHER WRECKAGE WERE SCATTERED OVER FARM LAND IN A ONE HALF MILE PATH.

Brief of Accident (Continued)

File No. - 1248

6/17/87

DURANGO, CO

A/C Reg. No. N23405

Time (Lcl) - 1700 MDT

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

Finding(s)

1. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
2.      IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
4. WING, BRACING STRUT - OVERLOAD
5. FLIGHT CONTROL, ELEVATOR ATTACHMENT - OVERLOAD
6.      PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND

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

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

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

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. - 1216      6/19/87      PALISADE, CO      A/C Reg. No. N186TF      Time (Lc1) - 2030 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	0

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

Make/Model    - TALBOTT AVID FLYER  
Landing Gear   - TAILWHEEL-ALL FIXED  
Max Gross Wt   - 550  
No. of Seats   - 1

Eng Make/Model - ROTAX 532  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 40 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        - 90.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling    - NONE  
Obstructions to Vision- NONE  
Precipitation     - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRSTRIP

Airport Data

Runway Ident       - 27  
Runway Lth/Wid    - 1200/    25  
Runway Surface     - DIRT  
Runway Status      - DRY

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

Total	- 103	Last 24 Hrs	- 2
Make/Model-	10	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE HAD JUST FINISHED SEVERAL SHORT FLIGHTS ON THE RECENTLY CERTIFIED HOMEBUILT ACFT TO FLY OFF THE HR RESTRICTION. HE HAD COMPLETED THE SHUTDOWN CHECKLIST AND HAD THE FUEL VALVE SHUT OFF. HE RESTARTED THE ENG WITHOUT THE CHECKLIST TO MAKE ANOTHER FLT AND TOOK OFF INADVERTENTLY LEAVING THE FUEL VALVE OFF. THE ACFT CLIMBED ABOUT 50 FT PRIOR TO FUEL STARVATION. THE ACFT LANDED STRAIGHT AHEAD AND STRUCK TREES AT THE END OF THE RWY. THE PLT STATED THAT THIS ACCIDENT OCCURRED THROUGH "A CARELESS OVERSIGHT ON MY PART... THE USE OF THE CHECKLIST AND POSSIBLY A LESS HASTY DEPARTURE WOULD HAVE PREVENTED THE ACCIDENT."

Brief of Accident (Continued)

File No. - 1216

6/19/87

PALISADE, CO

A/C Reg. No. N186TF

Time (Lcl) - 2030 MDT

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

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - SWITCHED OFF
2. CHECKLIST - NOT USED - PILOT IN COMMAND
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1335      7/03/87      SILVERTHORNE,CO      A/C Reg. No. N41986      Time (Lcl) - 0930 MDT

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

Type Operating Certificate	-NONE (GENERAL AVIATION)	Aircraft Damage						
		NONE		Fatal		Injuries		
Type of Operation	-SIGHT-SEEING	Fire	Crew	0	0	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	1		0	1
Accident Occurred During	-LANDING							8

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

Make/Model	- RAVEN S77A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- NO
Max Gross Wt	- 3000	Engine Type	- UNK/NR		
No. of Seats	- UNK/NR	Rated Power	- N/A		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- VARIABLE/010 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 37	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 1780	Last 24 Hrs - UNK/NR
	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
FREE BALLOON	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 50

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PILOT WAS CONDUCTING PASSENGER FLIGHTS. A LANDING WAS BEING MADE ON A PARKING LOT WITH TEN KNOTS OF WIND AND GUSTS TO TWENTY KNOTS. JUST AT TOUCHDOWN A LIGHT GUST CAUGHT THE BALLOON AND DRAGGED IT ONE HUNDRED FEET. ONE PASSENGER CHOSE TO JUMP OUT OF THE BASKET AND THE BASKET ROLLED OVER HIM RESULTING IN SERIOUS INJURIES. NONE OF THE OTHER EIGHT PASSENGERS LEFT THE BASKET AND THERE WERE NO OTHER INJURIES.

Brief of Accident (Continued)

File No. - 1335

7/03/87

SILVERTHORNE,CO

A/C Reg. No. N41986

Time (Lcl) - 0930 MDT

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Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
  3. WEATHER CONDITION - GUSTS
  4. PASSENGER BRIEFING - NOT FOLLOWED - PASSENGER
  5. 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) 2,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1323

8/01/87

ENGLEWOOD, CO

A/C Reg. No. N73NS

Time (Lcl) - 0630 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - NORD STAMPE SV4C  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1700  
No. of Seats - 2

Eng Make/Model - RENAULT 1  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 140 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- 150/007 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  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

CENTENNIAL  
Runway Ident - 10  
Runway Lth/Wid - 4900/ 60  
Runway Surface - CONCRETE  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53  
Biennial Flight Review  
Current - YES  
Months Since - 8  
Aircraft Type - 727-200

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 8040  
Make/Model- 225  
Instrument- 3700  
Multi-Eng - 7000  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER AT ABOUT 100 FT AGL AFTER TAKEOFF AND THE FORCED LANDING RESULTED IN SUBSTANTIAL DAMAGE. EXAMINATION OF THE AIRCRAFT AND ENGINE AFTER THE ACCIDENT DID NOT REVEAL ANY EVIDENCE OF PRE-IMPACT FAILURE OR DEFICIENCY.



Brief of Accident (Continued)

File No. - 1323

8/01/87

ENGLEWOOD, CO

A/C Reg. No. N73NS

Time (Lcl) - 0630 MDT

-----  
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      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

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. - 1382      8/03/87      BROOMFIELD, CO      A/C Reg. No. N9913V      Time (Lcl) - 2000 MDT

-----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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRSTRIP
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	JEFFERSON COUNTY
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 11R
Lowest Sky/Clouds	Type of Clearance	- 4000/ 60
Lowest Ceiling	Type Apch/Lndg	Runway Surface
Obstructions to Vision	- FULL STOP	- ASPHALT
Precipitation		Runway Status
Condition of Light		- DRY

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 1825
SE LAND	Months Since	Make/Model	- 1265
	Aircraft Type	Instrument	- 136
		Multi-Eng	- 4
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 97

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT WAS CONDUCTING TEST FLT FOLLOWING MAINT ON TAILWHEEL DUE TO SHIMMY. ON FINAL LANDING ACFT CONTROL WAS LOST AT APX 20 KTS DUE TO TAILWHEEL JAM. ACFT DEPARTED SIDE OF RWY AND LEFT MAIN GEAR COLLAPSED CAUSING SUBSTANTIAL DAMAGE TO AIRFRAME. TAILWHEEL JAM WAS DUE TO IMPROPER MAINT. WRONG MAINTENANCE MANUAL USED WHEN REPAIRS WERE MADE.

Brief of Accident (Continued)

File No. - 1382

8/03/87

BROOMFIELD, CO

A/C Reg. No. N9913V

Time (Lc1) - 2000 MDT

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

Finding(s)

1. LANDING GEAR, TAILWHEEL - JAMMED
  2. MAINTENANCE, ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL
- 

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
- 

Occurrence #3      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) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1215      8/07/87      ENGLEWOOD, CO      A/C Reg. No. N90629      Time (Lc1) - 1054 MDT

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

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

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

Make/Model - NORTH AMERICAN AT-6A	Eng Make/Model - P & W R-1340	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONTENNIAL
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Ident - 11L
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 10000/ 101
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 12000 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2050
ME LAND	Months Since - 1	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 91
		Multi-Eng - 2000
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT DOES NOT POSSESS A SINGLE ENGINE AIRPLANE RATING. THE PLT HAD A TOTAL OF 18 HOURS IN THE AT-6A. PILOT WAS DEPARTING ON A PLEASURE FLT. WITNESSES STATED THAT THE AIRCRAFT APPEARED TO ROTATE PREMATURELY, CLIMBING AT A SLOW AIRSPEED AND A HIGH ANGLE OF ATTACK. THE AIRCRAFT SETTLED BACK TO THE RUNWAY AND BOUNCED. THE AIRCRAFT BECAME AIRBORNE AND LANDED OFF THE LEFT SIDE OF RUNWAY 17L.

Brief of Accident (Continued)

File No. - 1215

8/07/87

ENGLEWOOD, CO

A/C Reg. No. N90629

Time (Lcl) - 1054 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      TAKEOFF - INITIAL CLIMB

1. ROTATION - PREMATURE - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - RUNWAY

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1329      8/07/87      LAST CHANCE,CO      A/C Reg. No. N5994U      Time (Lcl) - 2212 MDT

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

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

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

Make/Model	- PIPER PA28-140	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	AKRON,CO	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- IMC	BOULDER,CO	Runway Ident
Wind Dir/Speed	- 110/009 KTS	ATC/Airspace	- N/A
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 15000 FT BROKEN	Type Apch/Lndg	- N/A
Obstructions to Vision	- UNK/NR		
Precipitation	- RAIN		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 248
SE LAND	Months Since - 2	Make/Model	- 237
	Aircraft Type - 140	Instrument	- 3
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- 3
		Last 90 Days	- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY FLT THE PLT ENCOUNTERED IFR CONDITIONS AND WAS NEITHER TRAINED NOR QUALIFIED TO FLY IFR. ATTEMPTS BY ATC TO ASSIST THE PLT AND ROUTE THE FLT TO AN ARPT WERE UNSUCCESSFUL. THE PLT LOST CONTROL OF THE ACFT AND CRASHED IN A FIELD, THE PLT WAS FATALLY INJURED AND THE ACFT WAS DESTROYED.

Brief of Accident (Continued)

File No. - 1329

8/07/87

LAST CHANCE, CO

A/C Reg. No. N5994U

Time (Lc1) - 2212 MDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL II
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

4. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 2,4,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1219      8/20/87      LONGMONT, CO      A/C Reg. No. N4700M      Time (Lcl) - 0945 MDT

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

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

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

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BOULDER, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LONGMONT, CO	LONGMOUNT MUNIC.
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 29
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 60
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - SPECIAL IFR	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 - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1094
SE LAND, ME LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - PA-11	Make/Model- 3
		Last 30 Days- UNK/NR
		Instrument- 95
		Last 90 Days- 4
		Multi-Eng - 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND HIS RENTED ACFT ON RUNWAY 29 AT LONGMONT MUNICIPAL AIRPORT WHEN THE ACFT TOUCHED DOWN, BOUNCED, VEERED OFF OF THE RUNWAY, STRUCK A VASI LIGHT, AND NOSED OVER.



Brief of Accident (Continued)

File No. - 1219

8/20/87

LONGMONT, CO

A/C Reg. No. N4700M

Time (Lc1) - 0945 MDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - APPROACH LIGHT/NAVAID

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1268      9/05/87      YUMA,CO      A/C Reg. No. N2171P      Time (Lcl) - 1230 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  
DESTROYED

Fire  
NONE

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

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

Make/Model      - PIPER PA-28RT-210  
Landing Gear    - TRICYCLE-RETRACTABLE  
Max Gross Wt    - 2400  
No. of Seats     - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB  
Number Engines - 1  
Engine Type    - RECIP-FUEL INJECTED  
Rated Power    - 200 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method           - N/A  
Completeness    - N/A  
Basic Weather    - VMC  
Wind Dir/Speed- 360/003 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  
AKRON,CO  
Destination  
YUMA,CO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

YUMA MUNICIPAL  
Runway Ident      - 35  
Runway Lth/Wid    - 3675/ 50  
Runway Surface    - ASPHALT  
Runway Status     - DRY

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

Pilot-In-Command

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

Age - 37  
Biennial Flight Review  
Current           - YES  
Months Since      - 2  
Aircraft Type      - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	668
Make/Model-	327
Instrument-	78
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT SAID THAT DURING HIS FINAL APPROACH FOR LANDING HE THOUGHT HIS AIRSPEED WAS TOO HIGH FOR TOUCHDOWN AND HE ATTEMPTED TO GO AROUND. DURING THE GO AROUND HIS ACFT STRUCK AN ARPT SIGN AND A BLDG.

Brief of Accident (Continued)

File No. - 1268

9/05/87

YUMA, CO

A/C Reg. No. N2171P

Time (Lcl) - 1230 MDT

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

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
  2. OBJECT - SIGN
  3.    AIRSPEED - EXCESSIVE - PILOT IN COMMAND
  4. GO-AROUND - DELAYED - PILOT IN COMMAND
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1396      9/05/87      BUENA VISTA, CO      A/C Reg. No. N38924      Time (Lcl) - 1200 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -FERRY	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      - BLANIK L-13	Eng Make/Model      - N/A	ELT Installed/Activated      - NO -N/A
Landing Gear      - N/A	Number Engines      - N/A	Stall Warning System      - YES
Max Gross Wt      - 1102	Engine Type      - N/A	
No. of Seats      - 1	Rated Power      - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	ON AIRPORT
Method      - TELEPHONE	BOULDER, CO	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	SAME AS ACC/INC	BUENA VISTA
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident      - 14
Visibility      - 10.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 4700/ 30
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - GRASS/TURF
Lowest Ceiling      - NONE	Type Apch/Lndg      - STRAIGHT-IN	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 93
	Months Since      - 13	Make/Model- UNK/NR
GLIDER	Aircraft Type      - UNK/NR	Instrument- UNK/NR
		Multi-Eng      - UNK/NR
		Last 24 Hrs      - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 34
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE PLT WAS FERRYING THE GLIDER TO BUENA VISTA, COLORADO & HAD PREVIOUSLY OBTAINED PERMISSION TO LAND ON A CLOSED RWY. AFTER BEING TOWED TO THE BUENA VISTA AREA, HE RELEASED THE GLIDER FROM THE TOW PLANE & FLEW IN THE LOCAL AREA FOR ABOUT 40 MIN. HE THEN DSCNDD & LANDED ON A SOD STRIP BESIDE THE PAVED RWY. WHILE LANDING, HE STEARED THE GLIDER TO THE WEST TO AVOID ACFT THAT HAD BEEN ASSEMBLED & PARKED ON AN APRON. RPRTDLY, HE ALLOWED THE GLIDER TO GET TOO CLOSE TO THE EDGE OF THE STRIP. SUBSEQUENTLY, THE TAIL OF THE GLIDER HIT AN OLD TIRE, DAMAGING THE ELEVATORS & REAR-MOST BULKHEAD OF THE TAIL SECTION.

Brief of Accident (Continued)

File No. - 1396

9/05/87

BUENA VISTA, CO

A/C Reg. No. N38924

Time (Lcl) - 1200 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
  2. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1266      9/20/87      ASPEN, CO      A/C Reg. No. N6874U      Time (Lcl) - 1218 MDT

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

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

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

Make/Model - MOONEY M20K	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 - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROOMFIELD, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ASPEN, CO	SARDY FIELD
Wind Dir/Speed- 310/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
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)
PRIVATE	Current - YES	Total - 138
SE LAND	Months Since - 4	Last 24 Hrs - UNK/NR
	Aircraft Type - M-20K	Make/Model- 3
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY PLEASURE FLT THE ACFT ENGINE FAILED APX FOUR MILES SHORT OF THE DEST APRT. A FORCED LANDING WAS MADE IN A FIELD.

Brief of Accident (Continued)

File No. - 1266

9/20/87

ASPEN, CO

A/C Reg. No. N6874U

Time (Lcl) - 1218 MDT

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1385      9/30/87      RANGLEY, CO      A/C Reg. No. N62938      Time (Lcl) - 1125 MDT

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

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

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

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

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

<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- UNK/NR</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;">RANGLEY</p> <p>Runway Ident       - 24</p> <p>Runway Lth/Wid    - 4500/    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;">STUDENT</p>	<p>Age -            20</p> <p>Biennial Flight Review</p> <p>Current          - N/A</p> <p>Months Since    - N/A</p> <p>Aircraft Type   - N/A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total           - 37</p> <p>Make/Model-     33</p> <p>Instrument-       0</p> <p>Last 24 Hrs -     2</p> <p>Last 30 Days-    UNK/NR</p> <p>Last 90 Days-    15</p>
--	--	--

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS SECOND SUPERVISED SOLO FLIGHT AND WAS ATTEMPTING A SECOND LANDING ON RUNWAY 24. THE PLT STATED THAT THE APPROACH WAS NORMAL AND THAT THE ACFT BOUNCED ON TOUCHDOWN. THE PLT ATTEMPTED TO CORRECT AND THE ACFT BANKED LEFT. POWER WAS APPLIED FOR A GO-AROUND BUT THE ACFT CONTINUED OFF THE LEFT SIDE OF THE RUNWAY AND THE LEFT MAIN GEAR FAILED. THE STUDENT HAD 0.9 HOURS LOGGED AS PIC.



Brief of Accident (Continued)

File No. - 1385

9/30/87

RANGLEY,CO

A/C Reg. No. N62938

Time (Lc1) - 1125 MDT

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

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND

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) 1,3,4

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1341      11/03/87      GREELEY, CO      A/C Reg. No. N49209      Time (Lcl) - 1900 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WELD COUNTY
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 67
SE LAND	Months Since - 14	Last 24 Hrs - UNK/NR
	Aircraft Type - 152	Make/Model - 63
		Instrument - 22
		Last 30 Days - UNK/NR
		Last 90 Days - 39

Instrument Rating(s) - NONE

-----Narrative-----

THE RECENTLY CERTIFICATED PRIVATE PLT WAS TAXIING HIS ACFT TO RWY 9 FOR A NIGHT TAKEOFF. ANOTHER ACFT BEGAN ITS TAKEOFF ROLL ON RWY 9. AS A COURTESY, THE TAXIING PLT SWITCHED OFF HIS TAXI LIGHT SO AS NOT TO BLIND THE OTHER PLT. THE TAXIING PLT USED THE GLOW OF HIS WING TIP NAV LIGHTS TO SEE WHERE HE WAS GOING AND CONTINUED TAXIING. THERE WAS A SHARP CURVE IN THE TAXIWAY THAT THE PLT DID NOT SEE. THE ACFT TAXIED OFF THE TAXIWAY, DOWN INTO A DEPRESSION IN THE GROUND, AND NOSED OVER. THE WX WAS VFR BUT IT WAS A DARK NIGHT.

Brief of Accident (Continued)

File No. - 1341

11/03/87

GREELEY, CO

A/C Reg. No. N49209

Time (Lcl) - 1900 MST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
  2. LANDING LIGHTS - NOT USED - PILOT IN COMMAND
  3. TAXISPEED - CONTINUED - PILOT IN COMMAND
  4. AIRPORT FACILITIES, TAXIWAY LIGHTING - UNAVAILABLE
  5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND
- 

Occurrence #2      NOSE OVER  
Phase of Operation      TAXI - TO TAKEOFF

Finding(s)

6. TERRAIN CONDITION - DOWNHILL
  7. TERRAIN CONDITION - ROUGH/UNEVEN
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1218      2/22/87      PLAINVILLE, CT      A/C Reg. No. N222NS      Time (Lcl) - 1255 EST

-----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	2
Accident Occurred During	-LANDING					

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

Make/Model	- MOONEY M20J	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2740	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-</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>LEBANON, NH</p> <p>Destination</p> <p>PLAINVILLE, CT</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</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ROBERTSON</p> <p>Runway Ident - 20</p> <p>Runway Lth/Wid - 3116/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1780
SE LAND, ME LAND, ME SEA	Months Since - 7	Make/Model- 13
	Aircraft Type - UNK/NR	Instrument- 255
		Multi-Eng - 1780
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING, THE PILOT CAME IN HIGH AND FAST, PILOT STATED THAT AIRCRAFT SEEMED TO FLOAT DOWN THE RUNWAY AND WHEN THE WHEELS TOUCHED DOWN, THE AIRCRAFT BOUNCED. BOUNCING FOR THE THIRD TIME, THE PILOT ADDED FULL THROTTLE AND RAISED THE FLAPS. HOWEVER THE AIRCRAFT DID NOT GO AROUND BUT INSTEAD CONTINUED TO ROLL OFF THE END OF THE RUNWAY INTO A SWAMP.

Brief of Accident (Continued)

File No. - 1218

2/22/87

PLAINVILLE, CT

A/C Reg. No. N222NS

Time (Lcl) - 1255 EST

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
2. GO-AROUND - DELAYED - PILOT IN COMMAND

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

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1250      3/05/87      DANBURY,CT      A/C Reg. No. N5277E      Time (Lcl) - 1655 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries

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

Fire  
NONE

Crew  
Pass

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

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

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

Eng Make/Model - LYCOMING O-320-H2AD  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 160 HP

ELT Installed/Activated - 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- 270/011 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - UNK/NR  
Lowest Ceiling -  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DANBURY,CT  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

DANBURY  
Runway Ident - 26  
Runway Lth/Wid - 4419/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)  
STUDENT

Age - 17  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 15	Last 24 Hrs - 0
Make/Model- 15	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT LOST DIRECTIONAL CONTROL ON LANDING AND THE AIRCRAFT VEERED TO THE LEFT OF THE RUNWAY AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 1250

3/05/87

DANBURY,CT

A/C Reg. No. N5277E

Time (Lcl) - 1655 EST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1230      7/13/87      PALATKA, FL      A/C Reg. No. N93664      Time (Lcl) - 1415 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      -DESCENT

Fire      Crew      Pass  
IN FLIGHT

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

Make/Model      - BELLANCA 17-30A  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 3000  
No. of Seats      - 4

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

ELT Installed/Activated - 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-      330/009 KTS  
Visibility      - 5.0 SM  
Lowest Sky/Clouds      - 3000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision-      HAZE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
PALATKA, FL  
Destination  
VALDOSTA, GA

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
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 - 58  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

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

Total	- 2500	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	50
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THEY HEARD THE ACFT'S ENG SOUNDING ROUGH JUST BEFORE IT CRASHED INTO THE TREES. ANOTHER WITNESS STATED THAT HE NOTICED THAT THERE WERE FLAMES & SMOKE COMING FROM THE LEFT SIDE OF THE PLANE. A TAIL PIPE ASSEMBLY WAS FOUND ON THE RAMP AT THE DEPARTURE AIRPORT WHERE THE AIRCRAFT HAD BEEN PREVIOUSLY PARKED. EXAMINATION OF THE ACFT REVEALED THE LEFT TAILPIPE ASSEMBLY WAS MISSING & EVIDENCE OF EXTREME HEAT DAMAGE IN THE IMMEDIATE AREA BEHIND WHERE THE LEFT TAILPIPE HAD BEEN LOCATED.



Brief of Accident (Continued)

File No. - 1230

7/13/87

PALATKA, FL

A/C Reg. No. N93664

Time (Lcl) - 1415 EDT

Occurrence #1 FIRE  
Phase of Operation CLIMB

Finding(s)

1. EXHAUST SYSTEM, STACK - LOSS, TOTAL
2. ENGINE COMPARTMENT - FIRE
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)
5. VISUAL/AURAL DETECTION - PILOT IN COMMAND
6. DIVERTED ATTENTION - PILOT IN COMMAND
7. FUSELAGE, CREW COMPARTMENT - SMOKE

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1228      7/17/87      MIAMI, FL

A/C Reg. No. N49817

Time (Lcl) - 1314 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAXI

Fire

NONE

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

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235

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 - IMC

Wind Dir/Speed- 200/015 KTS

Visibility - 1.500 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - 1500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

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

OPA LOCKA

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2567

Make/Model- 250

Instrument- 502

Multi-Eng - 2372

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 65

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FROM LANDING IN REDUCED VISIBILITY THE INSTRUCTOR PLT STATED THAT HE WAS UNABLE TO ESTABLISH WHETHER OR NOT THE ACFT WAS ON A TAXIWAY. HE WAS THEN ATTEMPTING TO REVERSE DIRECTION WHEN THE RT WING COLLIDED WITH A FENCE.

Brief of Accident (Continued)

File No. - 1228

7/17/87

MIAMI, FL

A/C Reg. No. N49817

Time (Lcl) - 1314 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
  2. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND(CFI)
- 

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

Finding(s)

3. OBJECT - FENCE
  4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1229      7/22/87      ORLANDO, FL

A/C Reg. No. N42921

Time (Lcl) - 1127 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Make/Model - PIPER PA-28RT  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2400  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS  
Method - IN PERSON  
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 050/008 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2800 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SARASOTA, FL

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

ORLANDO EXECUTIVE

Runway Ident - 07

Runway Lth/Wid - 6000/ 150

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 39

Biennial Flight Review

Current - YES

Months Since - 15

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2473      Last 24 Hrs - 1

Make/Model- 900      Last 30 Days- UNK/NR

Instrument- 188      Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER ROTATION A WASP LANDED ON THE PASSENGER. IN HIS ATTEMPT TO KILL IT HE INADVERTENTLY CONTACTED THE YOKE, CAUSING THE ACFT TO DESCENT ONTO THE RWY. AFTER THE PROPELLER CONTACTED THE RWY THE PLT ABORTED THE TAKEOFF, & LANDED. THE ACFT CONTINUED OFF THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1229

7/22/87

ORLANDO, FL

A/C Reg. No. N42921

Time (Lcl) - 1127 EDT

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

Finding(s)

1. CONTROL INTERFERENCE - INADVERTENT - PASSENGER
  2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - RUNWAY
- 

Occurrence #3        OVERRUN  
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. - 1227      7/23/87      HOLLYWOOD, FL      A/C Reg. No. N101FP      Time (Lcl) - 1923 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
DESTROYED

Fire  
ON GROUND

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

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

Make/Model - CESSNA 152  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1670  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 110 HP

ELT Installed/Activated - YES/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- 110/010 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

NORTH PERRY  
Runway Ident - 09L  
Runway Lth/Wid - 3050/ 100  
Runway Surface - ASPHALT  
Runway Status - DRY

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

Pilot-In-Command

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

Age - 29

Biennial Flight Review

Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4000	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- 350	Last 90 Days	- UNK/NR
Multi-Eng	- 600		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN THE TRAFFIC PATTERN ON AN INSTRUCTIONAL FLT, THE INSTRUCTOR (CFI) ELECTED TO DEMONSTRATE A SHORT FIELD LNDG, FOLLOWED BY A SHORT FIELD TAKEOFF. THE STUDENT RPRTD THAT AFTER LIFT-OFF ON THE SHORT FIELD TAKEOFF, THE CFI FLEW THE ACFT TO A NOSE HI ATTITUDE, SIMILAR TO WHAT WOULD BE USED FOR PWR ON STALLS, WHICH THE STUDENT QUESTIONED. SHORTLY THEREAFTER, THE STALL WARNING HORN SOUNDED & THE ACFT STALLED FROM ABOUT 100' AGL. IT STRUCK THE GND BFR THE CFI COULD RECOVER. A FIRE STARTED IN THE ENG COMPARTMENT AFTER THE ACFT CAME TO REST. THE CFI WAS SERIOUSLY INJURED DRG IMPACT & WAS UNCONSCIOUS AFTER THE ACDNT. THE STUDENT PLT HAD ONLY MINOR INJURIES & PULLED THE CFI FM THE ACFT. A TEST OF THE CFI'S BLOOD (ABOUT 4 HRS AFTER THE ACDNT) SHOWED AN ALCOHOL LVL OF 0.11% (0.11 GMS%).

Brief of Accident (Continued)

File No. - 1227

7/23/87

HOLLYWOOD, FL

A/C Reg. No. N101FP

Time (Lc1) - 1923 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
2.      PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND(CFI)
3. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND(CFI)
4. PROPER CLIMB RATE - EXCEEDED - PILOT IN COMMAND(CFI)
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
6. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

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) 1,2,4,5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1337      8/02/87      ST.AUGUSTINE,FL      A/C Reg. No. N2878P      Time (Lcl) - 1500 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 -TAKEOFF			0	0	0
					1
					2

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

Make/Model - LAKE LA-4-200	Eng Make/Model - LYCOMING IO-360-A1B	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2690	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 080/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
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 - 184
SE LAND,SE SEA	Months Since - 14	Make/Model- 33
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE WATER TAKEOFF RUN THE PLT'S FORWARD VISIBILITY WAS MOMENTARILY LOST AS HE ROTATED THE ACFT ONTO THE STEP. WHEN VISIBILITY WAS REGAINED HE REALIZED THAT THE ACFT WAS HEADED TOWARDS THE SHORELINE & TURNED TO AVOID IT DURING WHICH THE RT WING TIP WAS DRAGGED CAUSING THE ACFT TO WATER LOOP.



Brief of Accident (Continued)

File No. - 1337

8/02/87

ST.AUGUSTINE,FL

A/C Reg. No. N2878P

Time (Lcl) - 1500 EDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
3. DISTANCE - INADEQUATE - PILOT IN COMMAND
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. WATER 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) 1,3,5

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1400      4/29/87      KENNESAW,GA      A/C Reg. No. N5511N      Time (Lcl) - 1843 EDT

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

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

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

Make/Model - CESSNA 182R	Eng Make/Model - CONTINENTAL O-470-U	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

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

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	COBB CTY A/P MCCOLLUM FLD
Wind Dir/Speed- 290/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4591/ 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 - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 77
	Months Since - N/A	Last 24 Hrs - 10
	Aircraft Type - N/A	Make/Model- 63
		Instrument- 0
		Last 30 Days- 12
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

N5511N WAS IN THE TRAFFIC PATTERN AT COBB COUNTY AIRPORT-MC COLLUM FIELD AND WAS NEAR THE TURNING POINT FROM CROSSWIND TO DWND WHEN IT WAS STRUCK BY N52995. N52995 WAS MAKING A STRAIGHT-IN ENTRY INTO THE DOWNWIND LEG OF THE TRAFFIC PATTERN, FROM THE WEST WITH THE SUN DIRECTLY BEHIND HIM. HIS ENTRY INTO THE TRAFFIC PATTERN WAS IN CONFLICT WITH RECENTLY PUBLISHED CHANGES TO THE TRAFFIC PATTERN AT MC COLLUM. BOTH AIRCRAFT WERE SEEN TO TURN IN THE SAME DIRECTION JUST PRIOR TO THE COLLISION. THE AIRCRAFT WERE REPORTED TO HAVE COLLIDED BOTTOM TO BOTTOM. THE TWO AIRCRAFT FELL INTO A WOODED AREA AND LANDED ABOUT 50 YARDS APART. THE ENGINE OF N5511N SEPARATED AND FELL ABOUT 100 YDS FROM THE TWO FUSELAGES.

Brief of Accident (Continued)

File No. - 1400

4/29/87

KENNESAW, GA

A/C Reg. No. N5511N

Time (Lcl) - 1843 EDT

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Occurrence #1        MIDAIR COLLISION  
Phase of Operation    APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. LIGHT CONDITION - SUNGLARE
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  4. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
  5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
- 

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

Finding(s)

6. OBJECT - TREE(S)
  7. ENGINE ASSEMBLY - SEPARATION
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1400      4/29/87      KENNESAW,GA      A/C Reg. No. N52995      Time (Lcl) - 1843 EDT

-----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	-APPROACH	NONE	Pass 0	0	0	0
			Other 1	0	0	0

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 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- 290/005 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 ATLANTA,GA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN STRAIGHT-IN</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>MCCOLLUM FIELD</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 4591/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 154
SE LAND	Months Since - 3	Make/Model- 46
	Aircraft Type - 172	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

N5511N WAS IN THE TRAFFIC PATTERN AT COBB COUNTY AIRPORT-MC COLLUM FIELD AND WAS NEAR THE TURNING POINT FROM CROSSWIND TO DWND WHEN IT WAS STRUCK BY N52995. N52995 WAS MAKING A STRAIGHT-IN ENTRY INTO THE DOWNWIND LEG OF THE TRAFFIC PATTERN FROM THE WEST WITH THE SUN DIRECTLY BEHIND HIM. HIS ENTRY INTO THE TRAFFIC PATTERN WAS IN CONFLICT WITH RECENTLY PUBLISHED CHANGES TO THE TRAFFIC PATTERN AT MC COLLUM. BOTH AIRCRAFT WERE SEEN TO TURN IN THE SAME DIRECTION JUST PRIOR TO THE COLLISION. THE AIRCRAFT WERE REPORTED TO HAVE COLLIDED BOTTOM TO BOTTOM. THE TWO AIRCRAFT FELL INTO A WOODED AREA AND LANDED ABOUT 50 YARDS APART. THE ENGINE OF N5511N SEPARATED AND FELL ABOUT 100 YDS FROM THE TWO FUSELAGES.

Brief of Accident (Continued)

File No. - 1400

4/29/87

KENNESAW, GA

A/C Reg. No. N52995

Time (Lc1) - 1843 EDT

-----  
Occurrence #1      MIDAIR COLLISION  
Phase of Operation      APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
  3. VISUAL SEPARATION - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

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

Finding(s)

5. OBJECT - TREE(S)
- 

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1282      9/15/87      ALAMO,GA      A/C Reg. No. N6590      Time (Lcl) - 1205 EDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-985-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MCRAE,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 110/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10050
SE LAND	Months Since - 18	Last 24 Hrs - 2
	Aircraft Type - AGTRUCK	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 150
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS RPRTD TO BE ON AN AGRICULTURAL SPRAYING ASSIGNMENT. THE PLT TOOK OFF IN THE SINGLE SEAT ACFT WITH A PASSENGER ABOARD. ABOUT 5 MIN AFTER DEPG THE ARPT, THE ACFT COLLIDED WITH TREES & CRASHED AFTER MAKING AN UNSCHEDULED LOW PASS OVER AN OPEN FIELD. THE PLT RPRTD THAT BFR PULLING UP FROM THE PASS, HE MISJUDGED THE DISTANCE TO THE TREES. NEITHER OF THE 2 OCCUPANTS WAS WEARING A SEAT BELT OR SHOULDER HARNESS. A TOXICOLOGY CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.23% (230 MGS%). THE PLT'S 2ND CLASS MED CERT WAS DATED 9/11/85.

Brief of Accident (Continued)

File No. - 1282

9/15/87

ALAMO,GA

A/C Reg. No. N6590

Time (Lcl) - 1205 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. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
  4. LOW PASS - PERFORMED - PILOT IN COMMAND
  5. OBJECT - TREE(S)
  6. DISTANCE - MISJUDGED - PILOT IN COMMAND
  7. PULL-UP - DELAYED - PILOT IN COMMAND
- 

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

Finding(s)

8. SEAT BELT - NOT USED -
  9. SHOULDER HARNESS - NOT USED -
- 

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

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

- 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. - 1298      1/20/87      NAALEHU, HI      A/C Reg. No. N88896      Time (Lcl) - 1250 HST

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

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

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

Make/Model      - EMROTH-EMAIR MA-1B	Eng Make/Model      - WRIGHT R-1820-202A	ELT Installed/Activated      - NO -N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES
Max Gross Wt      - 6250	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 900 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      - 180/012 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - UNK/NR	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 2500 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - DIRT
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - DRY
Obstructions to Vision      - NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 31	Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current      - YES	Total      - UNK/NR
SE LAND,ME LAND	Months Since      - 11	Make/Model      - UNK/NR
GLIDER	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 AN AERIAL APPLICATION FLIGHT, THE AIRCRAFT WAS OBSERVED TO MAKE A DOWNWIND RUN WHEN THE PILOT DUMPED THE LOAD COLLIDED WITH THE TERRAIN, BECAME AIRBORNE AND EVENTUALLY COLLIDED WITH TREES. WITNESSES STATED THAT THEY HEARD THE ENGINE RUNNING AND THAT IT DID NOT VARY DURING THE CRASH SEQUENCE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT DID NOT REPORT HIS FLT TIME.



Brief of Accident (Continued)

File No. - 1298

1/20/87

NAALEHU, HI

A/C Reg. No. N88896

Time (Lcl) - 1250 HST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND
- 

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

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
- 

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

Finding(s)

4. OBJECT - TREE(S)
- 

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

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

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. - 1310      3/15/87      MASON CITY, IA      A/C Reg. No. N56285      Time (Lcl) - 1920 CST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIA5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	GRAND MARAIS, MN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DES MOINES, IA	MASON CITY MUNI.
Wind Dir/Speed- 090/017 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5502/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 2200 FT OVERCAST	Type Apch/Lndg - ILS-BACKCOURSE	Runway Status - SLUSH
Obstructions to Vision- NONE	STRAIGHT-IN	
Precipitation - FREEZING DRIZZLE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2190
SE LAND	Months Since - 20	Last 24 Hrs - 3
	Aircraft Type - PA-32	Make/Model- 1648
		Last 30 Days- 23
		Instrument- 184
		Last 90 Days- 36

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE HAD OBTAINED A FULL WEATHER BRIEFING AND AN IFR CLEARANCE FROM GRAND MARAIS, MINNESOTA TO DES MOINES, IOWA PRIOR TO DEPARTURE; AND THAT THE FLIGHT WAS UNEVENTFUL, EXCEPT FOR STRONGER THAN FORECASTED HEADWINDS ALOFT. ENROUTE, THE PILOT FURTHER STATED, HE RECEIVED TWO IN-FLIGHT WX ADVISORIES BUT DECIDED TO CONTINUE ON TO DSM. ACCORDING TO THE NATIONAL WEATHER SERVICE, FORECASTED--AND KNOWN--ICING CONDITIONS EXISTED THROUGHOUT THE ROUTE OF FLIGHT. SEVERAL FAA WEATHER BRIEFING PERSONNEL STATED THAT THE PILOT WAS WARNED OF ICING CONDITIONS ON ALL OF HIS CONTACTS WITH FSS. ONLY WHEN THE AIRCRAFT BEGAN PICKING UP RIME ICE DID THE PILOT REQUEST VECTORS TO A NEARBY AIRPORT FOR A PRECAUTIONARY LANDING. THE AIRCRAFT LANDED NOSE FIRST AS THE PILOT REDUCED POWER OVER THE RUNWAY THRESHOLD--THE NOSE GEAR COLLAPSED UPON IMPACT, DAMAGING THE PROPELLER AND ENGINE MOUNTS. A POST-ACCIDENT INSPECTION OF THE AIRCRAFT REVEALED THE PRESENCE OF ICE ALONG THE LEADING EDGE OF THE WINGS.

Brief of Accident (Continued)

File No. - 1310

3/15/87

MASON CITY, IA

A/C Reg. No. N56285

Time (Lcl) - 1920 CST

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

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
4. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
5. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

6. WING - ICE
7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
8. FLARE - ATTEMPTED - PILOT IN COMMAND
9. POWER ON LANDING - NOT PERFORMED - PILOT IN COMMAND
10. LEVEL OFF - NOT POSSIBLE -

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

Finding(s)

11. LANDING GEAR, NOSE GEAR - OVERLOAD
12. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1301      5/21/87      SIOUX CITY, IA      A/C Reg. No. N4982J      Time (Lcl) - 0238 CDT

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

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

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

Make/Model - PIPER PA-28R-180	Eng Make/Model - LYCOMING IO360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SIOUX CITY, IA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SIOUX FALLS, SD	
Wind Dir/Speed- 240/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 227
SE LAND	Months Since - 15	Last 24 Hrs - UNK/NR
	Aircraft Type - AA5B	Make/Model- 179
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD TELEPHONED THE FSS AT HURON, S.D. FOR ENR WX TO SIOUX CITY, IA, FM SIOUX FALLS, S.D., LATE THE EVENING OF MAY 20. THE FCST INDICATED IFR FLT COND'S WITH INTERMITTENT TRSMS ALONG THE RTE THROUGHOUT THE FCST PERIOD. THE PIC DPTD SIOUX FALLS, S.D. AT AN UNK TIME, AND ARR AT SIOUX CITY, IA TO RENDEZVOUS WITH HIS PAX. A SEARCH WAS CONDUCTED OF OFFICIAL COMMUNICATION RECORDS TO ASCERTAIN, IF THE PIC HAD SOUGHT ADD'L WX OBS BEFORE HIS DEPARTURE FM SIOUX CITY, IA. THE SEARCH LOCATED NO SUCH COMMUNICATIONS. WX COND'S AROUND THE TIME OF THE ACC WERE CONSIDERED IMC WITH LT RAIN. THE PIC WAS NOT INSTRUMENT RATED OR EXPERIENCED IN IFR FLT, AND THE DEPARTURE WAS AT NIGHT. THE ACFT IMPACTED LEVEL TERRAIN ABOUT 3 MI NORTHEAST OF THE ARPT IN AN OPEN FLD NEAR AN AREA OF BLUFFS. EXAM OF THE WRECKAGE FAILED TO DISCLOSE ANY PRE-IMPACT MALF OF ENG OR FLT CONTROLS.

Brief of Accident (Continued)

File No. - 1301

5/21/87

SIOUX CITY, IA

A/C Reg. No. N4982J

Time (Lcl) - 0238 CDT

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. LIGHT CONDITION - DARK NIGHT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. FSS SERVICE - NOT USED - PILOT IN COMMAND

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

Finding(s)

6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
8. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1307      6/05/87      KEOKUK, IA

A/C Reg. No. N7973D

Time (Lcl) - 0945 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

Fire      Crew      0  
NONE      Pass      0

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

Make/Model      - BEECH B35  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2900  
No. of Seats      - 4

Eng Make/Model      - CONTINENTAL O-470  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 250 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      UNK/NR  
Visibility      - 15.0      SM  
Lowest Sky/Clouds      -      CLEAR  
Lowest Ceiling      -  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
MUSCATINE, IA  
Destination  
HOUSTON, TX

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

KEOKUK MUNICIPAL  
Runway Ident      - 31  
Runway Lth/Wid      - 3800/ 100  
Runway Surface      - GRASS/TURF  
Runway Status      - DRY

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

Pilot-In-Command

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

Age      - 62  
Biennial Flight Review  
Current      - YES  
Months Since      - 1  
Aircraft Type      - B35

Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 1598	Last 24 Hrs      - 1
Make/Model-      609	Last 30 Days-      UNK/NR
Instrument-      100	Last 90 Days-      15
Multi-Eng      - 6	

Instrument Rating(s)      - UNK/NR

-----Narrative-----

THE PIC RPTD A LOSS OF MANIFOLD PRESS DURING CRUISE FLT AND AN INABILITY TO MAINTAIN ALT. A FORCED LNDG WAS MADE TO THE KEOKUK ARPT, BUT THE PIC STATED HE WAS TOO HIGH AND FAST FOR A LNDG. THE PIC MADE A GO-AROUND, BUT AGAIN APPROACHED TOO FAST. ANOTHER ATTEMPT WAS MADE TO GO-AROUND, BUT AN INCREASE IN THROTTLE PRODUCED NO ADD'TL PWR. THE PIC THEN VEERED TOWARDS AN OPEN AREA TO ATTEMPT A LNDG. THE ACFT IMPACTED AN AREA OF TREES AND FELL TO THE GRND. EXAM OF THE AIRCRAFT REVEALED THAT THE THROTTLE ARM WAS SLIPPING OVER THE SERRATED EDGES OF THE THROTTLE BODY SHAFT RESTRICTING FULL MOVEMENT OF THE THROTTLE SHAFT. CLOSEUP EXAM OF THIS ARM AND SHAFT REVEALED THAT THE CASTELATED NUT HAD BACKED OFF THE BOLT ALLOWING THE ARM TO LOOSEN. A COTTER PIN IS NORMALLY INSTALLED IN THE AREA OF THE CASTELATED NUT TO PREVENT IT FROM BACKING OFF THE BOLT. THE BOLT AND NUT WERE FOUND STILL POSITIONED ON THE THROTTLE ARM, BUT THE COTTER PIN WAS NOT FOUND.

Brief of Accident (Continued)

File No. - 1307

6/05/87

KEOKUK, IA

A/C Reg. No. N7973D

Time (Lcl) - 0945 CDT

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

Finding(s)

1. ENGINE INSTRUMENTS, MANIFOLD PRESSURE GAGE - PRESSURE TOO LOW
  2. FUEL SYSTEM, CARBURETOR - DISCONNECTED
  3. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

4. DESCENT - NOT MAINTAINED - PILOT IN COMMAND
  5. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
- 

Occurrence #3      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

6. OBJECT - TREE(S)
  7. 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) 2

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1319      8/02/87      OELWEIN,IA      A/C Reg. No. N36646      Time (Lcl) - 2220 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	IN FLIGHT	Pass 0	0	0	4
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-32RT	Eng Make/Model - LYCOMING IO-540-S1AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 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	FONDULAC,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WATERLOO,IA	Runway Ident - N/A
Wind Dir/Speed-	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2750
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 320
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 140

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PERSONAL NIGHT X-C FLT, THE PLT NOTICED A GLOWING CONDITION IN THE ENGINE COMPARTMENT AND ALSO A LOSS OF MANIFOLD PRESSURE. THE PLT SHUT THE FUEL OFF, PULLED THE MIXTURE TO CUTOFF, AND DECLARED AN EMERGENCY. THE ACFT MADE AN EMERGENCY LANDING IN A CORNFIELD AND WAS SUBSTANTIALLY DAMAGED. POST ACCIDENT INSPECTION REVEALED A LOOSE EXHAUST MANIFOLD CONNECTION. THERE WAS EVIDENCE OF A FIRE IN THE AREA OF THIS CONNECTION.



Brief of Accident (Continued)

File No. - 1319

8/02/87

OELWEIN,IA

A/C Reg. No. N36646

Time (Lcl) - 2220 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation    CRUISE

Finding(s)

1. EXHAUST SYSTEM,MANIFOLD - LOOSE
  2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
  3. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1349      7/09/87      MCCALL, ID      A/C Reg. No. N6385H      Time (Lcl) - 1000 MDT

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

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

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

Make/Model	- CESSNA T-207	Eng Make/Model	- CONTINENTAL TSIO-520M	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	- 9	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	INDIAN CREEK, ID			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	STANLEY, ID		Runway Ident	- N/A
Wind Dir/Speed	- CALM	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Surface	- DIRT
Lowest Sky/Clouds	- 20000 FT SCATTERED	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		HIGH VEGETATION
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 59	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - YES	Total - 7400	Last 24 Hrs - 1
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 7	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 837	Last 90 Days - 80
		Multi-Eng - 1100	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB OUT TO CRUISE ALTITUDE THE PILOT NOTICED A DROP IN MANIFOLD PRESSURE AND A LOSS OF OIL PRESSURE. THE PILOT WAS IN THE PROCESS OF ATTEMPTING TO REACH AN AIRSTRIp WHEN THE OIL PRESSURE DROPPED TO ZERO FOLLOWED BY A TOTAL LOSS OF POWER. AN OFF AIRPORT LANDING HAD TO BE MADE ONTO SAGE BRUSH. FAA INSPECTORS DISCOVERED A HOLE IN THE CASE OF THE ENGINE. THE BEARINGS TO THE TURBOCHARGER WERE FOUND TO HAVE BEEN EXCESSIVELY WORN. THERE WAS OIL ON THE SPRING SIDE OF THE PISTON TO THE TURBOCHARGER CONTROL VALVE. THERE WAS ALSO EVIDENCE THAT THE PISTON WAS COCKED INSIDE OF THE CYLINDER TO THE POINT OF BEING WEDGED AND/OR OIL BYPASSING THE SEAL. THE TURBOCHARGER CONTROLLER WAS WORN AND HAD NOT BEEN REPLACED WHEN THE TURBOCHARGER HAD BEEN REPLACED SOME 10 FLIGHT HOURS AGO.

Brief of Accident (Continued)

File No. - 1349

7/09/87

MCCALL, ID

A/C Reg. No. N6385H

Time (Lc1) - 1000 MDT

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

Finding(s)

1. EXHAUST SYSTEM, TURBOCHARGER - WORN
  2. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
  3. EXHAUST SYSTEM, TURBOCHARGER - LEAK
  4. FLUID, OIL - STARVATION
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

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

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
- 

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1296      3/27/87      FRANKFORT, IL      A/C Reg. No. N452BH      Time (Lcl) - 1130 CST

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

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

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

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-K1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 1700 FT OVERCAST</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point CHICAGO, IL</p> <p>Destination KANKAKEE, IL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 810</p> <p>Make/Model- 104</p> <p>Instrument- 44</p> <p>Multi-Eng - 24</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 9</p> <p>Last 90 Days- 54</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AIRCRAFT CONTROL WAS LOST AS THE PILOT ATTEMPTED TO DESCEND TO HIS ASSIGNED ALTITUDE OF 5000 FEET FROM EXCESSIVE CLIMB. HE WAS IN IFR CONDITIONS AT THE TIME. THE AIRFRAME BROKE APART, EMPENNAGE FIRST, DURING THE UNCONTROLLED DESCENT TO THE GROUND DUE TO HIGH SPEED STRUCTURAL OVERLOAD. THE PILOT HAD JUST RECEIVED HIS INSTRUMENT RATING AND HAD APPROX TWO TENTHS OF AN HOUR OF UNSUPERVISED INSTRUMENT TIME ALL OF WHICH WAS ACCOMPLISHED ON THIS LAST FLIGHT. A WITNESS SAW THE ACFT FALL OUT OF THE BOTTOM OF THE OVERCAST. THE PLT THOUGHT HIS ASSIGNED ALTITUDE WAS 6000 FEET AND HAD TO BE ADVISED OF TRAFFIC AT 6000 FEET BY ATC. THE PLT RADIOED THAT HE FILED FOR 6000 FT BUT WOULD GO TO FIVE. THIS WAS THE LAST RADIO CONTACT BEFORE THE RADAR CONTACT WENT TO COAST MODE.

Brief of Accident (Continued)

File No. - 1296

3/27/87

FRANKFORT, IL

A/C Reg. No. N452BH

Time (Lcl) - 1130 CST

Occurrence #1      ABRUPT MANEUVER  
Phase of Operation      MANEUVERING

Finding(s)

1. WEATHER CONDITION - OBSCURATION
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      DESCENT - UNCONTROLLED

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

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1344      6/16/87      CAHOKIA,IL      A/C Reg. No. N37CB      Time (Lcl) - 1542 CDT

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

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

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

Make/Model - BEECH 3NM	Eng Make/Model - P&W R-985	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 10100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CAHOKIA,IL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SEYMOUR,IN	ST. LOUIS DTN-PARKS ARPT
Wind Dir/Speed- 270/004 KTS	ATC/Airspace	Runway Ident - 30L
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- HAZE	FORCED LANDING	
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 - 6300
SE LAND,ME LAND	Months Since - 1	Make/Model- 1000
HELICOPTER	Aircraft Type - 3NM	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 175
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT EXPERIENCED A LOSS OF PWR IN THE RT ENG IMMEDIATELY AFT TKOF. THE PLT WAS NOT ABLE TO FEATHER THE PROPELLER AND WAS FORCED TO LAND IN A WHEAT FIELD ON ARPT PROPERTY. CONDITIONS WERE CONDUCIVE TO CARBURETOR ICING AT THE TIME OF THE ACCD. INVESTIGATION REVEALED THAT THE RT PROPELLER HUB WAS IMPROPERLY ASSEMBLED AND WOULD NOT ALLOW THE PROPELLER TO FEATHER. IN ADDITION, THE RT CARBURETOR HEAT SYSTEM WAS INOPERATIVE BECAUSE THE DUCTS THAT CONNECT THE MANIFOLD HEAT MUFFS TO THE CARBURETOR AIR BOX WERE MISSING.

Brief of Accident (Continued)

File No. - 1344

6/16/87

CAHOKIA,IL

A/C Reg. No. N37CB

Time (Lcl) - 1542 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. FUEL SYSTEM,CARBURETOR - ICE
  3. CARBURETOR HEAT CONTROL,TORQUE BOX - DISCONNECTED
  4. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
- 

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

Finding(s)

5. PROPELLER SYSTEM/ACCESSORIES,FEATHERING SYSTEM - INOPERATIVE
  6. MAINTENANCE,INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
- 

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

Finding(s)

7. TERRAIN CONDITION - OPEN FIELD
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1291      7/17/87      DANVILLE, IL      A/C Reg. No. N6562T      Time (Lc1) - 1630 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 - BEECH 23	Eng Make/Model - LYCOMING O-360-A2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 165 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	BLACKS
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1400/ 100
Lowest Sky/Clouds - 10000 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		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 106
SE LAND	Months Since - UNK/NR	Make/Model- 32
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED LONG AND DOWNWIND ON A SOD FARM STRIP. THE ACFT RAN OFF THE DEPARTURE END OF THE FLD AND STRUCK TREES.



Brief of Accident (Continued)

File No. - 1291

7/17/87

DANVILLE,IL

A/C Reg. No. N6562T

Time (Lcl) - 1630 CDT

Occurrence #1        OVERRUN

Phase of Operation    LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND
2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - 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) 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. - 1330      8/02/87      ROANOKE, IL      A/C Reg. No. N7958A      Time (Lcl) - 1030 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 - PIPER PA-22	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	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	WASHINGTON, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PONTIAC, IL	Runway Ident - N/A
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- HAZE		
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)
COMMERCIAL	Current - YES	Total - 640
SE LAND	Months Since - 10	Make/Model- 60
	Aircraft Type - PA-22	Instrument- 12
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEVELOPING AN OIL LEAK THE PILOT ELECTED TO MAKE A PRECAUTIONARY LANDING. THE AIRCRAFT ENCOUNTERED ROUGH TERRAIN ON TOUCHDOWN AND COLLAPSED THE NOSE GEAR AND NOSED OVER. THE PILOT AND ONE PASSENGER REPORTED NO INJURIES. HOWEVER THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. INVESTIGATION REVEALED THAT THE FITTING ON THE OIL RETURN LINE FROM THE OIL COOLER WAS LOOSE ALLOWING THE OIL SEAL TO BACK OFF.

Brief of Accident (Continued)

File No. - 1330

8/02/87

ROANOKE,IL

A/C Reg. No. N7958A

Time (Lc1) - 1030 CDT

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

Finding(s)

1. LUBRICATING SYSTEM,OIL LINE - LOOSE
2. FLUID,OIL - LEAK

Occurrence #2 NOSE OVER  
Phase of Operation LANDING - ROLL

Finding(s)

3. PRECAUTIONARY LANDING - INTENTIONAL - PILOT IN COMMAND
4. TERRAIN CONDITION - ROUGH/UNEVEN
5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
6. LANDING GEAR,NOSE GEAR - OVERLOAD
7. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1243      9/08/87      JERSEYVILLE,IL      A/C Reg. No. N5343K      Time (Lcl) - 2000 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	JERSEYVILLE,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JERSEYVILLE ARPT
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2550/ 150
Lowest Sky/Clouds - 3000 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		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 79
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-172PC	Make/Model- 70
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND ONE PASSENGER WERE RETURNING FROM A LOCAL FLIGHT. IT HAD BECOME DARK DURING THEIR FLIGHT AND AS THE PILOT WAS APPROACHING TO LAND ON RUNWAY 36 THE LANDING GEAR OF THE AIRCRAFT STRUCK A DRAINAGE DITCH APPROXIMATELY 2-3 FEET SHORT OF THE RUNWAY. THE AIRCRAFT THEN SLID APPROXIMATELY 6-10 FEET BEFORE STOPPING. PILOT'S FIRST NIGHT FLIGHT AS PILOT-IN-COMMAND.

Brief of Accident (Continued)

File No. - 1243

9/08/87

JERSEYVILLE, IL

A/C Reg. No. N5343K

Time (Lcl) - 2000 CDT

-----  
Occurrence #1       UNDERSHOOT  
Phase of Operation   LANDING

Finding(s)

1. LIGHT CONDITION - NIGHT
  2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

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

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. - 1358      8/05/87      NOBELSVILLE, IN      A/C Reg. No. N4358T      Time (Lcl) - 1630 EST

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D36	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 - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	DANVILLE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NOBELSVILLE, IN	METROPOLITAN
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 7.0 SM	Type of Flight Plan - .NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 160
SE LAND	Months Since - 1	Last 24 Hrs - 2
	Aircraft Type - PA-28	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 7
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE 160 HR TT PILOT, RECENTLY CHECKED OUT IN THIS MAKE/MODEL ACFT, WAS RETURNING TO HOME BASE ON A X-COUNTRY FLT. HE LD LONG AND WAS UNABLE TO STOP BEFORE HITTING A FENCE OFF THE DEPARTURE END OF THE RNWY.

Brief of Accident (Continued)

File No. - 1358

8/05/87

NOBELSVILLE, IN

A/C Reg. No. N4358T

Time (Lcl) - 1630 EST

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Occurrence #1        OVERRUN  
Phase of Operation    LANDING - ROLL

Finding(s)

1. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
  3. PROPER TOUCHDOWN POINT - MISJUDGED - 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 - FENCE
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1242      9/08/87      BATESVILLE, IN      A/C Reg. No. N73KA      Time (Lcl) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -BUSINESS	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 - BEECH 100	Eng Make/Model - P & W PT-6A28	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 15	Rated Power - 680 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- 290/008 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 8000 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 COVINGTON, KY</p> <p>Destination BATESVILLE, IN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data HILLENBRAND</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 5000/ 60</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP, CFI</p> <p>ME LAND</p>	<p>Age - 25</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2728</p> <p>Make/Model- 210</p> <p>Instrument- 470</p> <p>Multi-Eng - 1725</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 235</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS APPROACHING HILLENBRAND AIRPORT WHEN THE PILOT NOTICED A THUNDERSTORM CELL MOVING IN ON THE AIRPORT. THE PILOT ELECTED TO EXPEDITE INTO HILLENBRAND. DURING THE APPROACH THE LANDING GEAR WAS NEVER PLACED IN THE EXTENDED POSITION. THE PILOT THOUGHT HE PUT THE LANDING GEAR DOWN, BUT STATED HE WAS "VERY BUSY" DURING THE APPROACH AND THAT HIS ATTENTION WAS "FOCUSED" OUTSIDE THE AIRCRAFT DURING THE LANDING PHASE. THE AIRCRAFT LANDED WITH ITS GEAR IN THE RETRACTED POSITION CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 1242

9/08/87

BATESVILLE, IN

A/C Reg. No. N73KA

Time (Lcl) - 1330 CDT

-----  
Occurrence #1      GEAR NOT EXTENDED  
Phase of Operation      LANDING

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
  2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
  3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
  4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1304      3/31/87      TRIBUNE,KS      A/C Reg. No. N89547      Time (Lcl) - 1130 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
			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	0
Accident Occurred During      -LANDING						

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	TRIBUNE,KS	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed      - 290/005 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - SNOW
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - SNOW - WET
Obstructions to Vision      - NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

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

Pilot-In-Command	Age      - 27	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current      - YES	Total      - 280	Last 24 Hrs      - UNK/NR
SE LAND	Months Since      - 20	Make/Model      - 280	Last 30 Days      - 10
	Aircraft Type      - C-152	Instrument      - 0	Last 90 Days      - 21

Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS SPOTTING STRAY CATTLE AFTER A SNOW BLIZZARD MOVED THROUGH THE REGION. TWO HOURS INTO THE FLIGHT, THE PILOT FURTHER STATED, HE REDUCED ENGINE POWER FOR APPROXIMATELY 10 SECONDS--WITHOUT CARBURETOR HEAT. THE ENGINE THEN SPUTTERED AND STOPPED WHEN POWER WAS RE-APPLIED. AFTER TWO UNSUCCESSFUL ATTEMPTS TO RESTART THE ENGINE THE PILOT WAS FORCED TO LAND IN A FIELD OF WHEAT STUBBLE THAT WAS COVERED WITH 3 INCHES OF MUDDY SNOW. THE AIRCRAFT NOSED OVER UPON TOUCHDOWN. A POST-ACCIDENT INSPECTION REVEALED NO AIRFRAME OR POWERPLANT MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1304

3/31/87

TRIBUNE,KS

A/C Reg. No. N89547

Time (Lcl) - 1130 CST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
  2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND
- 

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

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
- 

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1303      4/01/87      DODGE CITY,KS      A/C Reg. No. N48564      Time (Lcl) - 1225 CST

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

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

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

Make/Model	- GRUMMAN-SCHWEIZER G-164A	Eng Make/Model	- P&W R-1340-AN1	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 600 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point
Method	- N/A	DODGE CITY,KS
Completeness	- N/A	Destination
Basic Weather	- VMC	LOCAL
Wind Dir/Speed	- 010/025 KTS	ATC/Airspace
Visibility	- 20.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- NONE
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 2234
SE LAND	Months Since	- 20	Make/Model- 72
	Aircraft Type	- PA-32	Instrument- 0
			Last 24 Hrs - UNK/NR
			Last 30 Days- 72
			Last 90 Days- 72

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT THE AIRCRAFT WAS OPERATING NORMALLY WHEN HE ESTABLISHED HIMSELF ON FINAL APPROACH FOR RWY 32. WINDS WERE FROM THE NORTHEAST AT 25 KTS, THE PILOT FURTHER STATED, SO HE ABANDONED THE APPROACH AND WAS IN THE PROCESS OF CIRCLING THE FIELD FOR A LANDING ON RWY 02 WHEN THE ENGINE BEGAN LOSING POWER. ACCORDING TO A MECHANIC-WITNESS ON THE GROUND, THE AIRCRAFT'S ENGINE "SOUNDED BAD--LIKE A BLOWER FAILURE", AS IT FLEW OVER THE HANGAR WHILE CIRCLING FOR ANOTHER APPROACH. AT THIS POINT, THE WITNESS FURTHER STATED, THE ENGINE BEGAN BELCHING SMOKE AND TOTALLY LOST POWER. THE PILOT ATTEMPTED A RETURN TO THE FIELD BUT HE RAN OUT OF ALTITUDE--AND WAS FORCED TO LAND IN A FIELD ADJACENT TO THE AIRPORT. THE AIRCRAFT BOUNCED UPON TOUCHDOWN, THEN NOSED OVER. A POST-ACCIDENT EXAMINATION OF THE POWERPLANT REVEALED THAT A BLOWER BEARING HAD FAILED.

Brief of Accident (Continued)

File No. - 1303

4/01/87

DODGE CITY,KS

A/C Reg. No. N48564

Time (Lc1) - 1225 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      APPROACH - GO-AROUND (VFR)

Finding(s)

1. ENGINE ASSEMBLY,BLOWER/IMPELLER - FAILURE,TOTAL
2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

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

Finding(s)

3. WEATHER CONDITION - HIGH WIND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. WEATHER CONDITION - HIGH WIND

----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. - 1300      5/26/87      CARBONDALE,KS      A/C Reg. No. N5868D      Time (Lcl) - 1220 CDT

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

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

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

Make/Model	- PIPER PA-22	Eng Make/Model	- LYCOMING O-320	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1840	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 150 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	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	Type of Clearance	- UNK/NR
Lowest Ceiling	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- FORCED LANDING	Runway Status
Precipitation		- DRY
Condition of Light		

-----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	Total	- 3362
SE LAND,ME LAND	Months Since	Make/Model	- 150
HELICOPTER	Aircraft Type	Instrument	- 222
		Multi-Eng	- 150
		Last 24 Hrs	- 4
		Last 30 Days	- UNK/NR
		Last 90 Days	- 475
		Rotorcraft	- 2460

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS MOVING HIS ACFT FM ONE AIRSTRIP TO ANOTHER IN THE LCL AREA. WIND COND'S FM A NEARBY FSS, RECORDED WINDS FM THE SOUTHEAST AT 18 KTS, GUSTING TO 25 KTS. THE PIC RPTD DEPARTING THE SOD AIRSTRIP TO THE SOUTHWEST, AND SHORTLY AFT ESTABLISHING A CLIMB, THE ACFT WAS STRUCK BY A GUST OF WIND. THE PIC FURTHER STATED THAT THE RT WING DROPPED, BUT HE LEVELED THE WINGS. THE PIC THEN RPTD THE ENG QUIT, AND A HIGH SINK RATE WAS CONTINUED UNTIL GND IMPACT. THE PIC RPTD HAVING ABOUT 8 GLS FUEL UPON DEPARTURE. A CAUTION IS NOTED IN THE PILOTS HANDBOOK CONCERNING TAKEOFFS WHEN FUEL IS FLOWING FM A NEARLY EMPTY TANK. THE CAUTION EXPRESSES THE POSSIBILITY OF ENG PWR LOSS, AND THE PROCEDURES TO FOLLOW WHEN IT OCCURS. THE FUEL ACCESS PORT IS LOCATED AT THE INBOARD, LEADING EDGE OF THE TANK. UNSTABLE ATTITUDES WHICH TEND TO RESTRICT FUEL FLOW WHEN SUPPLY IS LOW, MAGNIFY THE POTENTIAL FOR PWR LOSS.

Brief of Accident (Continued)

File No. - 1300

5/26/87

CARBONDALE,KS

A/C Reg. No. N5868D

Time (Lc1) - 1220 CDT

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

Finding(s)

1. FLUID,FUEL - LOW LEVEL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

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

Finding(s)

5. WEATHER CONDITION - CROSSWIND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. WEATHER CONDITION - GUSTS

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1309      8/07/87      ARKANSAS CITY,KS      A/C Reg. No. N9467Q      Time (Lcl) - 1530 CDT

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

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

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

Make/Model - BEECH 58	Eng Make/Model - CONTINENTAL IO-520-C/CB	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 280 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	KANSAS CITY,MO	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STROTHER FIELD
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5500 -UNK/NR
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1053
SE LAND,ME LAND	Months Since - 4	Make/Model- 451
	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - 575
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

DURING LDG ROLL, FOLLOWING A PERSONAL FLIGHT, THE ACFT HAD A FAILURE OF THE LEFT MAIN GEAR TIRE. THE PIC SAID THE ACFT BEGAN VIOLENTLY SHAKING AND WOBBLING FOLLOWED BY COLLAPSE OF THE LEFT MAIN LNDG GEAR. THE ACFT SWERVED OFF THE RUNWAY AND INCURRED SUBSTANTIAL DAMAGE DURING THE IMPACT SEQUENCE.



Brief of Accident (Continued)

File No. - 1309

8/07/87

ARKANSAS CITY,KS

A/C Reg. No. N9467Q

Time (Lcl) - 1530 CDT

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

Finding(s)

1. LANDING GEAR,TIRE - FAILURE,TOTAL

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

Occurrence #3      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR - COLLAPSED
3. DIRECTIONAL CONTROL - 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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1376      7/09/87      CRESTWOOD,KY      A/C Reg. No. N2897H      Time (Lcl) - 0842 EDT

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

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

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

Make/Model - AEROSTAR INT'L RX-7	Eng Make/Model - N/A	ELT Installed/Activated - NO -N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO
Max Gross Wt - 1480	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - N/A	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LOUISVILLE,KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 200/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 14
	Months Since - N/A	Last 24 Hrs - 1
FREE BALLOON	Aircraft Type - N/A	Make/Model- 14
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE BALLOON CONTACTED POWER LINES AS IT WAS BEGINNING TO CLIMB AFTER AN ABORTED LDG ATTEMPT. ELECTRICAL ARCING IGNITED THE PROPANE FUEL SUPPLY ON BOARD. THE SOLE-OCCUPANT STUDENT PLT JUMPED FROM THE BURNING BALLOON AND FELL APPROX 40 FT ONTO A FENCE. THE STUDENT PLT LATER REPORTED THAT SHE DIDN'T SEE THE POWER LINE UNTIL JUST BEFORE CONTACT. THE STUDENT PLT'S INSTRUCTOR WAS ON THE GROUND NEARBY AT THE TIME. HE REPORTED THAT HE DIDN'T WARN THE STUDENT OF THE WIRES BECAUSE HE THOUGHT SHE SAW THEM AND WAS GOING TO CLEAR THEM. THIS WAS THE STUDENT'S SECOND SUPERVISED SOLO FLT. SHE HAD APPROX 1 HR TOTAL PIC TIME.

Brief of Accident (Continued)

File No. - 1376

7/09/87

CRESTWOOD,KY

A/C Reg. No. N2897H

Time (Lc1) - 0842 EDT

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. INSTRUCTIONS,WRITTEN/VERBAL - NOT ISSUED - FLIGHT INSTRUCTOR(ON GROUND)
6. CLEARANCE - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FIRE  
Phase of Operation LANDING - ABORTED

Finding(s)

7. BALLOON EQUIPMENT - ARCING

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

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

Factor(s) relating to this accident is/are finding(s) 1,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1327      7/18/87      EUBANK, KY      A/C Reg. No. N1324T      Time (Lc1) - 1143 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 -LANDING			0	0	0	1

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FT.MEADE, MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EUBANK, KY	SHORT AIRPORT
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 1400
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 220
SE LAND	Months Since - 9	Last 24 Hrs - 5
	Aircraft Type - PA-28	Make/Model- 220
		Last 30 Days- UNK/NR
		Instrument- 40
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPTD THAT HE WAS PLANNING A REFUEL STOP AT SHORT AIRPORT NEAR EUBANK, KY. SHORT IS A PRIVATE STRIP AND THE OWNER STATED THAT HE DID NOT HAVE FUEL AVAILABLE. THE PILOT REPTD THAT WHEN HE WAS ABOUT FIVE MINUTES AWAY, THE ENGINE "QUIT AND HE WAS UNABLE TO RESTART IT". THE PILOT FURTHER INDICATED THAT HE HAD "RUN OUT OF FUEL ON THE RIGHT TANK, SWITCHED TO THE LEFT AND HAD NOT BEEN ABLE TO REGAIN POWER BEFORE LANDING IN THE FIELD". THE FUEL SELECTOR WAS FOUND ON THE RIGHT TANK POSITION. THE AIRCRAFT LANDED IN A PASTURE AND SKIDDED INTO A POND. ACCORDING TO THE TIMES FURNISHED BY THE PILOT, HE HAD BEEN AIRBORNE 4 HOURS AND 10 MINUTES WHEN PWR WAS LOST.

Brief of Accident (Continued)

File No. - 1327

7/18/87

EUBANK,KY

A/C Reg. No. N1324T

Time (Lc1) - 1143 EDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. COMPLACENCY - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
7. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1209      8/29/87      MURRAY, KY      A/C Reg. No. N6795G      Time (Lcl) - 1045 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	1	0	0
Accident Occurred During -MANEUVERING			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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 060/004 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>BRANDON AIRPARK</p> <p>Runway Ident - 02</p> <p>Runway Lth/Wid - 2500/ 200</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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 30</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - C-150</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 273</p> <p>Make/Model- 230</p> <p>Instrument- 4</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 9</p> <p>Last 90 Days- 23</p>
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Instrument Rating(s) - NONE

-----Narrative-----

PIC STATED TO FRIENDS HE INTENDED TO EXECUTE A HAMMERHEAD STALL AFTER TAKE OFF FROM A PRIVATE GRASS STRIP. AIRSTRIP OWNER OBSERVED ACFT MAKE A LOW PASS, PITCH UP VERTICALLY, AND EXECUTE A HAMMERHEAD STALL AT ABOUT 450-500 FEET AGL. THERE WAS INSUFFICIENT ALTITUDE TO RECOVER FROM THE MANEUVER WHICH RESULTED IN THE IMPACT WITH THE RWY. AT IMPACT ACFT WAS IN A LEVEL PITCH AND ABOUT A 15 DEGREE RIGHT WING DOWN ATTITUDE. CABIN WAS CRUSHED VERTICALLY AT IMPACT.

Brief of Accident (Continued)

File No. - 1209

8/29/87

MURRAY, KY

A/C Reg. No. N6795G

Time (Lc1) - 1045 CDT

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Occurrence #1            LOSS OF CONTROL - IN FLIGHT

Phase of Operation      MANEUVERING

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  3. LEVEL OFF - NOT POSSIBLE - PILOT IN COMMAND
  4. JUDGEMENT - POOR - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      MANEUVERING

Finding(s)

5. TERRAIN CONDITION - RUNWAY
- 

----Probable Cause----

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1253      4/23/87      DE QUINCY, LA      A/C Reg. No. N414A      Time (Lcl) - 1400 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	1	0
Accident Occurred During      -DESCENT			0	0	0

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

Make/Model      - SIKORSKY S-55B	Eng Make/Model      - WRIGHT R-1300	ELT Installed/Activated      - NO -N/A
Landing Gear      - TRICYCLE-FIXED	Number Engines      - 1	Stall Warning System      - NO
Max Gross Wt      - 7200	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 1	Rated Power      - 600 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      - 360/002 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 DEQUINEY, LA</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      - DIRT</p> <p>Runway Status      - HIGH VEGETATION</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND, SE SEA, ME SEA</p> <p>HELICOPTER</p>	<p>Age      - 39</p> <p>Biennial Flight Review</p> <p>Current      - UNK/NR</p> <p>Months Since      - UNK/NR</p> <p>Aircraft Type      - UNK/NR</p>	<p>Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total      - 8000</p> <p>Make/Model      - 6000</p> <p>Instrument      - UNK/NR</p> <p>Multi-Eng      - UNK/NR</p> <p>Last 24 Hrs      - 5</p> <p>Last 30 Days      - UNK/NR</p> <p>Last 90 Days      - UNK/NR</p> <p>Rotorcraft      - UNK/NR</p>
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Instrument Rating(s)      - NONE

-----Narrative-----

THE PILOT EXPERIENCED AN ENGINE SURGE FOLLOWED BY A COMPLETE LOSS OF POWER DURING A SWATH RUN OF A TREE SPRAYING AG OPERATION. THE HELICOPTER WAS OVER A DENSELY WOODED AREA AND AUTOROTATED INTO TREES. THE OWNER WAS AWARE OF A CARBURETOR PROBLEM AND HAD ALREADY OBTAINED A REBUILT CARBURETOR FOR THE ENGINE, HOWEVER, IT HAD NOT YET BEEN INSTALLED WHEN THE ACCIDENT OCCURRED. A POST ACCIDENT EXAMINATION OF THE ENGINE WAS NOT CONDUCTED. THEREFORE, THE EXACT CAUSE OF THE ENGINE FAILURE IS UNDETERMINED.



Brief of Accident (Continued)

File No. - 1253

4/23/87

DE QUINCY, LA

A/C Reg. No. N414A

Time (Lcl) - 1400 CDT

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

Finding(s)

1. UNDETERMINED
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - COMPANY/OPERATOR MGMT

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)

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE

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

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

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. - 1206      5/07/87      VILLE PLATTE, LA      A/C Reg. No. N4025P      Time (Lcl) - 1300 CDT

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

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

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

Make/Model - THRUSH S2R-1820	Eng Make/Model - WRIGHT 1820	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 10000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 1200 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	
Wind Dir/Speed- VARIABLE/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
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	Current - YES	Total - 9645
SE LAND	Months Since - 6	Last 24 Hrs - 8
	Aircraft Type - UNK/NR	Make/Model- 1639
		Last 30 Days- UNK/NR
		Instrument- 13
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LANDING ON A WET GRASS STRIP THE PILOT REALIZED THAT THE AIRCRAFT WAS NOT GOING TO STOP. OBSTRUCTIONS OFF THE END OF THE RUNWAY PREVENTED A GO-AROUND. THE AIRCRAFT COLLIDED WITH TWO TREES CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1206

5/07/87

VILLE PLATTE, LA

A/C Reg. No. N4025P

Time (Lcl) - 1300 CDT

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
  2. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
- 

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

Finding(s)

3. OBJECT - TREE(S)
- 

----Probable Cause----

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

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. - 1387      9/21/87      GREENWOOD, LA      A/C Reg. No. N3685K      Time (Lcl) - 1700 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

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

Eng Make/Model - CONTINENTAL A-65-8F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 65 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 330/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - 3500 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SHREVEPORT, LA  
Destination  
LOCAL

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 27  
Biennial Flight Review  
Current - YES  
Months Since - 16  
Aircraft Type - J-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 1473      Last 24 Hrs - 3  
Make/Model- 160      Last 30 Days- 44  
Instrument- 151      Last 90 Days- 173  
Multi-Eng - 425

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOUCHED DOWN BRIEFLY IN A SMALL CLEARING WHICH HE HAD PREVIOUSLY DRIVEN TO BY AUTOMOBILE. HE THEN LIFTED OFF AND STARTED A CLIMBOUT. TWO SEPARATE ELECTRICAL POWER LINES WERE LOCATED JUST INSIDE A TREE LINE WHICH WAS VERY CLOSE TO THE PREVIOUSLY MENTIONED TOUCHDOWN POINT. THE LOWER AND MUCH LARGER WIRES OF THE TWO POWER LINES WERE OBSCURED BY TREES FROM THE TOUCHDOWN POINT. THE SMALL UPPER (GROUND) WIRE WAS VISIBLE AGAINST A CLEAR SKY BACKGROUND FROM THE TOUCHDOWN POINT DURING THE WRECKAGE EXAMINATION BUT ITS VISIBILITY WOULD HAVE QUICKLY DIMINISHED INTO A TREE COVERED BACKGROUND AS THE AIRCRAFT CLIMBED. THE LARGER WIRES WHICH WERE MOUNTED LOWER ON THE POLES WOULD HAVE BEEN MORE VISIBLE NEAR THE ACCIDENT SITE, HOWEVER, THEY TOO WOULD HAVE BEEN SOMEWHAT OBSCURED BY THE TREE COVERED BACKGROUND. THE ACFT FLEW INTO THE SMALL UPPER WIRE AND CAME TO REST BETWEEN THE TWO POWER LINES.

Brief of Accident (Continued)

File No. - 1387

9/21/87

GREENWOOD, LA

A/C Reg. No. N3685K

Time (Lcl) - 1700 CDT

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

Finding(s)

1. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. OBJECT - WIRE, STATIC
4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND

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

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

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

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. - 1235      2/06/87      MARLBORO, MA      A/C Reg. No. N1486X      Time (Lc1) - 1700 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 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

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

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	PLYMOUTH, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MARLBORO, MA	MARLBORO
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 32
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 680/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 678
SE LAND	Months Since - 6	Make/Model- 351
	Aircraft Type - UNK/NR	Instrument- 111
		Multi-Eng - 2
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 96
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ALLOWED THE AIRCRAFT TO STALL AND TOUCH DOWN HARD CAUSING SUBSTANTIAL DAMAGE. THE PILOT WAS UNFAMILIAR WITH THE SHORT FIELD AT THIS AIRPORT.

Brief of Accident (Continued)

File No. - 1235

2/06/87

MARLBORO, MA

A/C Reg. No. N1486X

Time (Lcl) - 1700 EST

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Occurrence #1        HARD LANDING  
Phase of Operation    LANDING

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
  2. LIGHT CONDITION - DUSK
  3.        IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1393      4/06/87      BOSTON, MA      A/C Reg. No. N811BE      Time (Lcl) - 2210 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-BUSINESS EXPRESS	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	2
Flight Conducted Under	-14 CFR 135	NONE	Pass 0	0	0	8
Accident Occurred During	-TAXI		Other 0	1	0	0

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

Make/Model	- BEECH 1900	Eng Make/Model	- P & W PT6A-2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14000	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 680 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	BOSTON, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	ALBANY, NY	BOSTON LOGAN
Wind Dir/Speed - 030/014 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision - HAZE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----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, ATP	Current - UNK/NR	Total - 5660
ME LAND	Months Since - UNK/NR	Make/Model - 290
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 460
		Multi-Eng - 3300
		Last 24 Hrs - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 270
		Rotorcraft - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI OPERATIONS IN PREPARATION FOR A TAKEOFF FROM BOSTON LOGAN AIRPORT, THE BEECH AIRCRAFT WAS STRUCK BY A GROUND VEHICLE AND SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 1393

4/06/87

BOSTON, MA

A/C Reg. No. N811BE

Time (Lcl) - 2210 EST

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

Finding(s)

1. OBJECT - VEHICLE
2. LIGHT CONDITION - DARK NIGHT
3. VISUAL LOOKOUT - INADEQUATE - DRIVER OF VEHICLE
4. CLEARANCE - NOT MAINTAINED - DRIVER OF VEHICLE

-----  
----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. - 1277      4/28/87      PORTLAND, ME      A/C Reg. No. N13808      Time (Lcl) - 0345 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -NON SCHED,DOMESTIC,CARGO  
Flight Conducted Under -14 CFR 135  
Accident Occurred During -APPROACH

Aircraft Damage  
DESTROYED

Fire  
NONE

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

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

Make/Model - PIPER PA-23-250  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 5200  
No. of Seats - 2

Eng Make/Model - LYCOMING IO-540-C4B5  
Number Engines - 2  
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 - FULL

Basic Weather - IMC

Wind Dir/Speed- 360/013 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 300 FT PART OBS

Lowest Ceiling - 300 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - SNOW

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HARTFORD,CT

Destination

PORTLAND,ME

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - ADF/NDB

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 - 45

Biennial Flight Review

Current - YES

Months Since - 12

Aircraft Type - PA-23

Medical Certificate - UNK/NR

Flight Time (Hours)

Total - 8800

Make/Model- 2900

Instrument- 761

Multi-Eng - 3500

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 130

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE PA-23 WAS ATTEMPTING AN NDB APPROACH INTO THE PORTLAND, ME. INT'L JETPORT. THE WX WAS RPT'D AS MODERATE TURBULENCE AND MODERATE OR GREATER ICING, THE ICING LEVEL WAS RPT'D FROM THE SURFACE TO 16000 FT. PRIOR TO THIS NDB APPROACH THE PILOT HAD ATTEMPTED AN ILS TO THIS AIRPORT. HE HAD BEEN ADVISED THAT IT WAS RPT'D OUT OF SERVICE. BOTH APPROACHES WERE TO RWY 11. THE PILOT WAS LOCATED APPROX 10 HRS LATER TRAPPED IN THE WRECKAGE OF THE ACFT.

Brief of Accident (Continued)

File No. - 1277

4/28/87

PORTLAND, ME

A/C Reg. No. N13808

Time (Lc1) - 0345 EDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

3. WING - ICE

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1240      6/20/87      MARINE CITY, MI      A/C Reg. No. N275T      Time (Lcl) - 0753 EDT

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

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

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

Make/Model - CESSNA 182D	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - UNK/NR	Rated Power - 230 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	CROSWELL, MI	MARINE CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 22
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2250/ 42
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 12000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 250
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Last 30 Days- 3
		Instrument- UNK/NR
		Last 90 Days- 10
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS RPRTD THAT DRG TAKEOFF, THE ACFT ROTATED TO A STEEP (NOSE UP) ATTITUDE, & IMMEDIATELY AFTER LIFT-OFF, THE PLT MADE A STEEP LEFT TURN & ENTERED A DOWNWIND FOR LNDG ON THE SAME RWY. HE DESCRIBED THE DOWNWIND AS BEING A LITTLE TIGHTER THAN NORMAL & A LITTLE LOW. HE NOTED A PWR RDCN WHEN THE ACFT WAS ABEAM THE RWY THRESHOLD. RPRTDLY, THE PLT MADE A TURN TO BASE LEG & BGN TO OVERSHOOT THE FINAL APCH PATH. ACCORDING TO THE WITNESS, THE ACFT ENTERED A VERY STEEP BASE TO FINAL TURN, THEN STALLED & BGN TO SPIN. RPRTDLY, THE SPIN STOPPED AFTER APRX 1/2 TURN, BUT THE ACFT STRUCK THE GND BFR THE PLT COULD RECOVER. THE ACFT WAS BADLY DMGD BY IMPACT & FIRE. NO PREIMPACT MECH PROBLEM WAS FND. A TOXICOLOGY RPRT INDCD THE AVAILABLE SPECIMEN OF THE PLT'S BLOOD WAS DILUTED WITH OTR BODY FLUIDS. THE SPECIMEN TESTED POSITIVE FOR ALCOHOL, BUT THE PLT'S BLOOD/ALCOHOL LVL WAS NOT DETERMINED. A TEST OF HIS URINE SHOWED AN ALCOHOL LVL OF 0.256% (256 ML/DL). PHENYLPROPANOLAMINE (A DECONGESTANT) WAS DETECTED IN HIS URINE, BUT NONE WAS FND IN HIS BLOOD.

Brief of Accident (Continued)

File No. - 1240

6/20/87

MARINE CITY, MI

A/C Reg. No. N275T

Time (Lcl) - 0753 EDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
  2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
  3. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
  4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1331      7/04/87      PONTIAC, MI      A/C Reg. No. N9011S      Time (Lcl) - 1903 EDT

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

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

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

Make/Model - BEECH S35	Eng Make/Model - CONTINENTAL IO-520-B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TRAVERSE CITY, MI	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PONTIAC, MI	OAKLAND/PONTIAC AIRPORT
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 09L
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1062
SE LAND	Months Since - 17	Last 24 Hrs - 3
	Aircraft Type - S35	Make/Model- 140
		Last 30 Days- 8
		Instrument- 378
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS MAKING A LOW PASS ABOUT 200 FT AGL OVER RWY 27L TO ALLOW ATCT PERSONNEL TO INSPECT LANDING GEAR POSITION AFTER REPORTING LANDING GEAR DIFFICULTIES. AFTER TWR PERSONNEL INFORMED THE PLT THAT THE GEAR APPEARED TO BE DOWN, THE PLT REQUESTED TO LAND ON RWY 09L. AS THE ACFT PASSED ABEAM OF THE ATCT, WITNESSES SAID THE ENGINE STOPPED. THE ACFT THEN MADE A SHARP TURN TO THE RIGHT, TOWARD RWY 09L, APPEARED TO STALL, AND DESCENDED TO THE GROUND. INSPECTION OF THE ENGINE DID NOT REVEAL ANY MALFUNCTIONS. APPROX 2,200 FEET OF RWY 27L REMAINING, IF PILOT HAD ELECTED TO LAND STRAIGHT-AHEAD AFTER POWER LOSS. EIGHT GALLONS FUEL REMAINING IN LEFT WING; RIGHT WING FUEL TANK DAMAGED AND LEAKING POST-CRASH. FUEL SELECTOR ON LEFT MAIN TANK.

Brief of Accident (Continued)

File No. - 1331

7/04/87

PONTIAC, MI

A/C Reg. No. N9011S

Time (Lc1) - 1903 EDT

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Occurrence #1        LOSS OF ENGINE POWER  
Phase of Operation    GO-AROUND (VFR)

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

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)  
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND  
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND  
4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3        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) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1290      7/17/87      CLIO,MI

A/C Reg. No. N8576T

Time (Lcl) - 1228 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

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

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

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

Make/Model - CESSNA 182C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2650  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/011 KTS  
Visibility - 8.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PERRY,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

CAGNEY  
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 - UNK/NR

Biennial Flight Review

Current - YES  
Months Since - 12  
Aircraft Type - C-182C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 290	Last 24 Hrs	- 4
Make/Model	- 267	Last 30 Days	- UNK/NR
Instrument	- 19	Last 90 Days	- 16
Multi-Eng	- 23		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED HE DEPARTED WITH 55 GALS OF FUEL. AFTER 3.5 HRS OF LEVEL FLT AT 7500 FT MSL HE DECLARED FUEL EXHAUSTION TO THE FAA FLINT TWR. HE WAS 3-4 MILES FRM A SUITABLE ARPT BUT WAS TOO LOW ON FINAL TO REACH THE RWY. HE LANDED ON A ROAD AND STRUCK A POLE WITH THE RT WING.



Brief of Accident (Continued)

File No. - 1290

7/17/87

CLIO,MI

A/C Reg. No. N8576T

Time (Lc1) - 1228 EDT

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Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation    CRUISE - NORMAL  
    1. FLUID,FUEL - EXHAUSTION  
    2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND  
-----

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

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

Finding(s)  
    3. OBJECT - UTILITY POLE  
    4. OBJECT - WIRE,TRANSMISSION  
    5. PLANNED APPROACH - POOR - PILOT IN COMMAND  
-----

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

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

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

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

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. - 1328      7/26/87      PAW PAW,MI      A/C Reg. No. N2664Q      Time (Lcl) - 1500 EDT

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

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

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

Make/Model - CESSNA 182K	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - NO -N/A
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 - 230 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	SAME AS ACC/INC	PRIVATE STRIP
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1320/ 50
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
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 - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 415
SE LAND	Months Since - 10	Make/Model- 327
	Aircraft Type - 182	Instrument- 126
		Last 24 Hrs - 0
		Last 30 Days- 5
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED AN UNCONTROLLED DESCENT INTO A HANGAR ON TAKEOFF. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED AND THE PILOT AND TWO OF HIS THREE PASSENGERS RECEIVED MINOR INJURIES. THE PILOT ATTEMPTED TAKEOFF FROM A 1320' GRASS STRIP WITH 7" HIGH GRASS. AT THE TIME OF THE ACCIDENT, 15 MILES AWAY THE WIND WAS 230 DEGREES AT 7 KNOTS AND THE TEMPERATURE WAS 76 DEGREES. THE AIRCRAFT ATTEMPTED TO DEPART TO THE NORTH. THERE WERE NO FLAPS DEPLOYED FOR A SHORT FIELD TAKEOFF.

Brief of Accident (Continued)

File No. - 1328

7/26/87

PAW PAW,MI

A/C Reg. No. N2664Q

Time (Lcl) - 1500 EDT

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

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. WEATHER CONDITION - TAILWIND
  3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  4. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
  5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
- 

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

Finding(s)

6. OBJECT - AIRPORT FACILITY
- 

----Probable Cause----

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

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. - 1359      8/02/87      BELLEVILLE, MI      A/C Reg. No. N96593      Time (Lcl) - 1715 EDT

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

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

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

Make/Model	- CESSNA 172Q	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRPORT
Method	- UNK/NR	BELLEVILLE, MI	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	YIPSILANTI
Wind Dir/Speed	- 190/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	- UNK/NR
Lowest Ceiling	- 5000 FT BROKEN	Type Apch/Lndg	- UNK/NR
Obstructions to Vision	- DUST		
Precipitation	- NONE		
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)	
PRIVATE	Current - YES	Total - 86	Last 24 Hrs - 0
SE LAND	Months Since - 5	Make/Model - 2	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 3	Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

ALTHOUGH THE PLT SAW A DARK WX AREA APCH THE ARPT HE ELECTED TO SHOOT A TOUCH AND GO BEFORE TERMINATING THE FLT. AFTER TOUCHDOWN AND DURING TAXI TWR ADVISED WIND WAS 270 DEGREES AT 40 KTS. THE PILOT CONTINUED TAXI TO THE SOUTH AND THE WIND NOSED THE ACFT DOWN.

Brief of Accident (Continued)

File No. - 1359

8/02/87

BELLEVILLE, MI

A/C Reg. No. N96593

Time (Lc1) - 1715 EDT

---

Occurrence #1      NOSE DOWN  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
  3. TOUCH-AND-GO - PERFORMED - PILOT IN COMMAND
  4. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
  5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND
- 

----Probable Cause----

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1342      7/08/87      OLIVIA, MN      A/C Reg. No. N9674J      Time (Lcl) - 1200 CDT

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

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

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

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520-T	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES	
Max Gross Wt	- 4400	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 310 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR			
Wind Dir/Speed	- 045/005 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	- NONE	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 39	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5139	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 3	Make/Model - 2985	Last 30 Days - UNK/NR
	Aircraft Type - C-206	Instrument - 229	Last 90 Days - 132
		Multi-Eng - 89	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A 180 DEGREE TURN FROM COMPLETION OF A SPRAY SWATH THE AIRCRAFT BEGAN TO SINK. THE PILOT DUMPED HIS LOAD AND ADDED POWER, HOWEVER WAS UNABLE TO ARREST SINK. WHEN IT WAS OBVIOUS THAT IMPACT WITH THE GROUND WAS IMMINENT, THE PILOT REDUCED POWER AND INITIATED A LEFT TURN TO AVOID TREES. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED, HOWEVER THE PILOT RECEIVED NO INJURIES.

Brief of Accident (Continued)

File No. - 1342

7/08/87

OLIVIA,MN

A/C Reg. No. N9674J

Time (Lcl) - 1200 CDT

---

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. LOAD JETTISON - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1343      7/24/87      ELY,MN

A/C Reg. No. N48876

Time (Lcl) - 0720 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

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

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

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

Make/Model      - HENDRICKSON POLLIWAGON  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1250  
No. of Seats      - 2

Eng Make/Model      - VOLKSWAGON TYPE IV  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 65 HP

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

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

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 360/007 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  
ELY,MN  
Destination  
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 58

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

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total      - 552	Last 24 Hrs - 0
Make/Model- 1	Last 30 Days- 0
Instrument- UNK/NR	Last 90 Days- 0
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON DOWNWIND TO THE AIRPORT THE AIRCRAFT DEPARTED LEVEL FLIGHT AND IMPACTED IN A WOODED AREA IN AN APPROXIMATE 80 DEGREE NOSE DOWN ATTITUDE. THE AIRCRAFT WAS DESTROYED AND THE PLT WHO WAS THE SOLE OCCUPANT, RECEIVED FATAL INJURIES. THIS WAS AN EXPERIMENTAL AIRCRAFT AND WAS ON ITS INITIAL FLIGHT AFTER SOME MODIFICATIONS. ON JUNE 1, 1986, THE AIRCRAFT WAS INVOLVED IN AN INCIDENT WHICH WAS REPORTEDLY A RESULT OF OVERCONTROL. SINCE THAT TIME THE ELEVATOR AND HORIZONTAL STABILIZER HAD BEEN LOWERED TO A POSITION NEAR THE TOP OF THE FUSELAGE. THIS ALTERATION HAD NOT BEEN APPROVED BY THE MINNEAPOLIS MIDO.



Brief of Accident (Continued)

File No. - 1343

7/24/87

ELY, MN

A/C Reg. No. N48876

Time (Lcl) - 0720 CDT

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

Finding(s)

1. MAINTENANCE, MAJOR ALTERATION - PERFORMED - PILOT IN COMMAND
  2. PERFORMANCE DATA - UNAVAILABLE - PILOT IN COMMAND
  3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
  4. AIRCRAFT CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 

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

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

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

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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1297      3/07/87      TIPTON, MO      A/C Reg. No. N7135M      Time (Lcl) - 1255 CST

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

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

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

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CAMDENTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LIBERTY, MO	Runway Ident - N/A
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 526
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - B-35	Make/Model- 59
		Last 30 Days- 14
		Instrument- 4
		Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT, FIFTEEN MINUTES INTO THE FLIGHT, WHILE AT CRUISE THE ENGINE OIL PRESSURE BEGAN DROPPING AS THE OIL TEMPERATURE ROSE. WHILE ATTEMPTING TO REACH SEDALIA, MISSOURI TO PERFORM A PRECAUTIONARY LANDING, OIL BEGAN COVERING THE AIRCRAFT'S WINDSHIELD AND, SHORTLY THEREAFTER THE ENGINE EXPERIENCED A TOTAL LOSS OF POWER, ACCORDING TO THE PILOT. THE AIRCRAFT WAS FORCED TO LAND ON A MUDDY CORNFIELD WHERE THE MAIN LANDING GEAR DUG IN UPON TOUCHDOWN CAUSING THE AIRCRAFT TO NOSE OVER. A POST-ACCIDENT ENGINE TEARDOWN INSPECTION BY THE OPERATOR REVEALED THAT THE #2 ENGINE CYLINDER PUSHROD HAD FRACTURED AND HAD EXITED THROUGH THE ENGINE BLOCK.

Brief of Accident (Continued)

File No. - 1297

3/07/87

TIPTON,MO

A/C Reg. No. N7135M

Time (Lcl) - 1255 CST

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

Finding(s)

1. ENGINE ASSEMBLY,PUSH ROD - BRITTLE FRACTURE
  2. FLUID,OIL - STARVATION
  3. ENGINE ASSEMBLY - OVERTEMPERATURE
  4. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

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

Finding(s)

5. TERRAIN CONDITION - CROP
  6. TERRAIN CONDITION - WET
- 

----Probable Cause----

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

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. - 1321      3/11/87      ARCHIE,MO      A/C Reg. No. N3124F      Time (Lcl) - 1930 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage  
SUBSTANTIAL  
Fire  
NONE

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

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

Make/Model - CESSNA 182J  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 2800  
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- CALM  
Visibility - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- HAZE  
Precipitation - NONE  
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
HARRISONVILLE,MO

ATC/Airspace

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

Airport Proximity  
ON AIRPORT

Airport Data

MCDONNELL FIELD  
Runway Ident - 35  
Runway Lth/Wid - 2400/ 24  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 6  
Aircraft Type - 182

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 609  
Make/Model- 88  
Instrument- 5  
Last 24 Hrs - 4  
Last 30 Days- 26  
Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT, AFTER REFUELING WITH AUTO GAS AT THE PVT AIRSTRIP, WATER WAS FOUND IN THE FUEL BEING DRAINED FM THE SUMPS. AFTER ROCKING THE ACFT SEVERAL TIMES AND NOTING NO FURTHER WATER ACCUMULATION IN THE FUEL SAMPLES, THE PLT FURTHER STATED, A TAKE-OFF AND DEPARTURE WERE DECIDED UPON. THE TAKE-OFF WAS NORMAL BUT DURING PWR REDUCTION, ON INITIAL CLIMB, THE ENGINE LOST PWR AND AN IMMEDIATE RTRN TO THE ARPT WAS ATTEMPTED. THE ACFT ARRIVED HIGH AND FAST OVER THE RWY THRESHOLD WHEN THE PLT FAILED TO DEPLOY THE FLAPS. AFT FLOATING ALMOST THE FULL LENGTH OF THE RWY, THE ACFT TOUCHED DOWN 200 FT FM THE DEPT END. IT BOUNCED SEVERAL TIMES BEFORE RUNNING OUT OF RWY, COLLAPSING THE NOSE GEAR WHEN COMING TO REST ON AN ARPT PERIMETER FENCE. A POST-ACCIDENT INSPECTION OF THE ACFT'S LOGBOOKS REVEALED THAT A.D. NOTES 83-13-01 AND 84-10-01, PERTAINING TO WATER CONTAMINATION OF THE FUEL SYSTEM, WERE NOT COMPLIED WITH.

Brief of Accident (Continued)

File No. - 1321

3/11/87

ARCHIE,MO

A/C Reg. No. N3124F

Time (Lcl) - 1930 CST

Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - COMPANY/OPERATOR MGMT
2. FLUID, FUEL - WATER
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. AIRCRAFT/EQUIPMENT, INADQT COMPLIANCE DETERMINATION - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - NIGHT
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
7. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
8. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
9. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

10. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,8,9

Factor(s) relating to this accident is/are finding(s) 4,5,6,7,10

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1245      6/30/87      LIVINGSTON,MT      A/C Reg. No. N70952      Time (Lcl) - 0830 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation      -SEARCH&RESCU	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
					1

-----Aircraft Information-----

Make/Model      - CESSNA 182M	Eng Make/Model - CONTINENTAL D-470	ELT Installed/Activated - YES/YES
Landing Gear      - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt      - 2800	Engine Type      - RECIPROCATING-CARBURETOR	
No. of Seats      - 4	Rated Power      - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method      - UNK/NR	BILLINGS,MT	
Completeness      - UNK/NR	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed- 320/006 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 30.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - 7000 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - NONE	Runway Status      - N/A
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current      - YES	Total      - 456
SE LAND	Months Since      - 22	Last 24 Hrs      - 2
	Aircraft Type - C-182	Make/Model- 456
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 87

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND AN OBSERVER WERE CONDUCTING A SEARCH AND RESCUE FLT NEAR THE FACE OF CRAZY MOUNTAIN. THE PLT REPORTED ENCOUNTERING A DOWNDRAFT AND THE ACFT INADVERTENTLY STALLED. THE ACFT HIT TREES NEAR THE RIDGE LINE.

Brief of Accident (Continued)

File No. - 1245

6/30/87

LIVINGSTON, MT

A/C Reg. No. N70952

Time (Lcl) - 0830 MDT

-----  
Occurrence #1        IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation    CRUISE

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    CRUISE

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident  
is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1384      7/07/87      WINNETT, MT      A/C Reg. No. N2058J      Time (Lcl) - 1800 MDT

-----Basic Information-----

Type Operating Certificate	AGRICULTURAL AIRCRAFT	Aircraft Damage						
		SUBSTANTIAL						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During	-LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA T188C	Eng Make/Model	- CONTINENTAL TS10-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 310 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 240/008 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 - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5000	Last 24 Hrs - 15
SE LAND	Months Since - 3	Make/Model- 5000	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 25	Last 90 Days- 300

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ON A ROADWAY USED BY THE CROP-DUSTER FOR RE-LOADING CHEMICALS FOR SPRAYING, THE LEFT SPRAY BOOM CONTACTED VEGETATION AND SLEWED THE ACFT SIDEWAYS. THE RIGHT WING WAS BENT AND THE PROPELLER WAS DAMAGED.



Brief of Accident (Continued)

File No. - 1384

7/07/87

WINNETT,MT

A/C Reg. No. N2058J

Time (Lc1) - 1800 MDT

---

Occurrence #1      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
  2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1333      7/11/87      KALISPELL, MT      A/C Reg. No. N9201B      Time (Lcl) - 1000 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	2
					0

-----Aircraft Information-----

Make/Model - CESSNA 175	Eng Make/Model - CONTINENTAL G0-300-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 175 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CUT BANK, MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	BAKER, OR	Runway Ident - N/A
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 100.0 SM	Type of Flight Plan - VFR	Runway Surface - DIRT
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 660
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - 175	Make/Model- 450
		Last 30 Days- UNK/NR
		Instrument- 8
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT WAS ON A X-COUNTRY FLIGHT. THE ENGINE BEGAN RUNNING ROUGH, MADE A "BANG" SOUND AND LOST PARTIAL POWER. SMOKE ENTERED THE COCKPIT, OIL PRESSURE WAS LOST AND THE PLT INITIATED AN EMERGENCY LANDING. THE ACFT LDG GR STRUCK POWERLINES ON APPROACH TO A DIRT ROAD, APPARENTLY DAMAGING THE ACFT BRAKES. AFTER LANDING, THE ACFT BRAKES WERE INOPERATIVE. THE ACFT DEPARTED THE ROAD TO THE LEFT, WENT THROUGH A FENCE, AND STRUCK A ROCK. THE NOSE GEAR WAS SHEARED OFF AND THE ACFT NOSED OVER. A POST-ACCIDENT INSPECTION REVEALED THAT THE NUMBER TWO PISTON HAD DISINTEGRATED.

Brief of Accident (Continued)

File No. - 1333

7/11/87

KALISPELL,MT

A/C Reg. No. N9201B

Time (Lcl) - 1000 MDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PISTON - DISINTEGRATED  
-----

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND  
-----

Occurrence #3        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - EMERGENCY

Finding(s)

3. OBJECT - WIRE,TRANSMISSION  
4. CLEARANCE - MISJUDGED - PILOT IN COMMAND  
-----

Occurrence #4        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - FENCE  
6. LANDING GEAR,NORMAL BRAKE SYSTEM - INOPERATIVE  
-----

Occurrence #5        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

7. LANDING GEAR,NOSE GEAR - COLLAPSED  
-----

-----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. - 1386      8/01/87      CUT BANK, MT      A/C Reg. No. N9748T      Time (Lcl) - 1320 MDT

-----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 -TAXI			0	0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 172C	Eng Make/Model - CONTINENTAL O-300C	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 - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	HELENA, MT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CUT BANK, MT	CUT BANK, MT
Wind Dir/Speed- 250/030 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 60.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5300/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 700
SE LAND	Months Since - 23	Make/Model- 550
	Aircraft Type - 172C	Instrument- 6
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT SHE RADIOED THE CUT BANK FSS AND WAS TOLD THAT THE WIND WAS 060 DEGREES AT 41 KNOTS. SHE THEN LANDED THE ACFT UNEVENTFULLY. HOWEVER, WHILE TURNING 90 DEGREES OFF THE RWY ONTO A TAXIWAY, THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1386

8/01/87

CUT BANK, MT

A/C Reg. No. N9748T

Time (Lc1) - 1320 MDT

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Occurrence #1      NOSE OVER  
Phase of Operation      TAXI - FROM LANDING

Finding(s)

1. WEATHER CONDITION - HIGH WIND
  2. WEATHER CONDITION - GUSTS
  3. WEATHER CONDITION - UNFAVORABLE WIND
  4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  5. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1325      8/13/87      BOZEMAN,MT      A/C Reg. No. N313Y      Time (Lcl) - 1205 MDT

-----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			0	0	0	0	

-----Aircraft Information-----

Make/Model - GREAT LAKES 2T-1A	Eng Make/Model - WARNER R-500-7	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1618	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 165 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	BELGRADE,MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	EDSALL
Wind Dir/Speed- 010/007 KTS		Runway Ident - 29
Visibility - 30.0 SM	ATC/Airspace	Runway Lth/Wid - 2600/ 80
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 23933
SE LAND,ME LAND,SE SEA	Months Since - 18	Last 24 Hrs - UNK/NR
GLIDER	Aircraft Type - C-150	Make/Model- 500
		Last 30 Days- 6
		Instrument- 803
		Last 90 Days- 16
		Multi-Eng - 4104
		Rotorcraft - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

74-YEAR-OLD PLT WAS PERFORMING AEROBATICS AT SMALL ARPT FOR LOCAL TV NEWS STATION TO PROMOTE WEEKEND AIRSHOW. PLT MADE RIGHT & LEFT PASS, EACH PASS CONSISTING OF SHALLOW DESCENT, PULLUP FROM APRX 150 TO 200 FT AGL, & SLOW ROLL. PLT BEGAN THIRD PASS FROM STRAIGHT & LEVEL ATTITUDE & ROLLED ACFT INVERTED. AT 180 DEG POINT, ACFT YAWED 30 DEG LEFT OF RWY CENTERLINE. AS ACFT ROLLED PAST 270 DEG POINT, IT SIDE-SLIPPED, LOST ALT RAPIDLY, & COLLIDED WITH TELEPHONE POLE, GUY WIRE, & COMMERCIAL BUILDING. PLT EXPIRED APRX 31 HRS LATER. NO EVIDENCE OF PRE-IMPACT MECHANICAL FAILURE/MALFUNCTION OF ACFT, ENG, PROP, OR FLT CONTROLS FOUND. AUTOPSY & TOXICOLOGY RESULTS WERE NEGATIVE. WX WAS VFR. PLT HAD INNER EAR INFECTION IN LATE 1983. DOCTOR LATER DIAGNOSED IT AS "BENIGN POSITIONAL PAROXYSMAL VERTIGO." PLT WAS REPORTEDLY SYMPTOMATIC UP TO TIME OF ACCIDENT.

Brief of Accident (Continued)

File No. - 1325

8/13/87

BOZEMAN, MT

A/C Reg. No. N313Y

Time (Lc1) - 1205 MDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)

1. AEROBATICS - INTENTIONAL - PILOT IN COMMAND
  2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
  3.      PHYSICAL IMPAIRMENT(OTHER ORGANIC PROBLEM) - PILOT IN COMMAND
  4. ALTITUDE - INADEQUATE - PILOT IN COMMAND
  5.      SPATIAL DISORIENTATION - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - POLE
  7. OBJECT - GUY WIRE
  8. OBJECT - BUILDING(NONRESIDENTIAL)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1324	9/08/87	ANACONDA, MT	A/C Reg. No. N7695H	Time (Lc1) - 1000 MDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 1	0	0	0
Accident Occurred During -MANEUVERING					

---

-----Aircraft Information-----

Make/Model - PIPER PA-12-150	Eng Make/Model - LYCOMING O-320-A3B	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	LOLO, MT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

---

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 4200	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- 200
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

---

-----Narrative-----

BOTH PLTS WERE REPORTEDLY AVID BIG HORN SHEEP HUNTERS. ON THE MORNING OF THE ACCIDENT, THE 2ND PLT PICKED UP TOPOGRAPHICAL CHARTS OF THE AREA WHERE THE ACFT CRASHED. IT WAS AN AREA WHERE THE MONTANA DEPARTMENT OF FISH, WILDLIFE, AND PARKS (FWP) HAD RECENTLY RELOCATED A HERD OF BIG HORN SHEEP. THE 2ND PLT WAS ALSO A RECENTLY RETIRED FWP REGIONAL SUPERVISOR WHO HAD BEEN IN CHARGE OF SHEEP HERD RELOCATIONS. ONE WITNESS SAW THE ACFT FLYING EAST ACROSS THE MTNS AT LOW ALT. IT SUDDENLY DROPPED OUT OF SIGHT AND SMOKE WAS SEEN COMING FROM THE AREA. WINDS ALOFT WERE FORCAST TO BE OUT OF THE NNW AT 14-15 KTS. NO EVIDENCE WAS FD TO INDICATE ANY PRE-IMPACT FAILURE OR MALFUNCTION. THE ACFT STRUCK THE EAST WALL OF 7300 FT HIGH BUND GULCH AT ABT THE 7250 FT LEVEL IN A NOSE HIGH, L WG LOW ATTITUDE. THE CARB THROTTLE VALVE WAS FULL OPEN. THE PROP BORE EVIDENCE OF ROTATION AT IMPACT.

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Brief of Accident (Continued)

File No. - 1324

9/08/87

ANACONDA, MT

A/C Reg. No. N7695H

Time (Lcl) - 1000 MDT

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Occurrence #1      ALTITUDE DEVIATION, UNCONTROLLED  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. LOW PASS - INTENTIONAL - PILOT IN COMMAND
  2.      DIVERTED ATTENTION - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

4. TERRAIN CONDITION - RAVINE
  5. TERRAIN CONDITION - MOUNTAINOUS/HILLY
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1379      11/25/87      BOULDER, MT      A/C Reg. No. N2283T      Time (Lcl) - 1600 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	0
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - CESSNA 182RG	Eng Make/Model - LYCOMING O-540-J3C5D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VAN NUYS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HELENA, MT	Runway Ident - N/A
Wind Dir/Speed- 350/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 4000 FT THIN BKN	Type of Clearance - NONE	Runway Status - ROUGH
Lowest Ceiling - 9000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 338
SE LAND	Months Since - 7	Last 24 Hrs - 7
	Aircraft Type - 182C	Make/Model - 37
		Instrument - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A CROSS COUNTRY FLT AT 6000 FT MSL, THE ENG LOST POWER. EXAM OF THE ACFT REVEALED THAT THE LEFT FUEL TANK CONTAINED 23 GALLONS WHILE THE RIGHT WAS EMPTY. THE FUEL SELECTOR WAS FOUND ON THE EMPTY TANK. THE ACFT WAS DESTROYED DURING THE EMERGENCY LANDING ON ROUGH UNEVEN TERRAIN.

Brief of Accident (Continued)

File No. - 1379

11/25/87

BOULDER,MT

A/C Reg. No. N2283T

Time (Lc1) - 1600 MST

-----  
Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. FLUID,FUEL - STARVATION
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1294      6/08/87      LEXINGTON, NC      A/C Reg. No. N55KP      Time (Lcl) - 1725 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Minor	0
Accident Occurred During -LANDING					None	2
						0

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520-BA8B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	FREDRICKSBURG, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DOTHAN, AL	
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 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 - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1600
SE LAND, ME LAND	Months Since - 10	Make/Model- 1500
	Aircraft Type - B-35	Instrument- 45
		Multi-Eng - 17
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE ENCOUNTERED ROUGH TERRAIN AND IMPACTED TREES DURING A FORCED LANDING ATTEMPT IN A FIELD. THE PLT REPORTED THAT THE ENGINE HAD LOST PWR AT 8,500 FT MSL. POST-ACCIDENT EXAM OF THE ENGINE REVEALED THAT THE #1 CYL BARREL HAD CRACKED AND SEPARATED NEAR THE CYL HEAD. METALLURGICAL EXAM OF THE BARREL REVEALED THAT IT WAS NOT MANUFACTURED ACCORDING TO THE MFR'S SPECS. FAA AD 86-13-04 APPLIED TO THIS ENGINE AND CYL BARREL, AND HAD BEEN COMPLIED WITH 41 HOURS PRIOR TO THE CYL FAILURE. THE AD REQUIRED RECURRING VISUAL EXAM AND PRESSURE CKS FOR CRACKS EVERY 50 HOURS UNTIL 440-490 HRS TOTAL OPERATING TIME (TT). THE ENGINE HAD BEEN REBUILT BY THE MFR IN FEB 86, AND HAD 214 HRS TT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1294

6/08/87

LEXINGTON, NC

A/C Reg. No. N55KP

Time (Lcl) - 1725 EDT

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
2. AIRCRAFT/EQUIPMENT, INADQT COMPLIANCE DETERMINATION - MANUFACTURER
3. ENGINE ASSEMBLY, CYLINDER - SEPARATION
4. MAINTENANCE, COMPLIANCE WITH AD - PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3      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) 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. - 1377      6/18/87      ASHEVILLE, NC      A/C Reg. No. N900AJ      Time (Lcl) - 2105 EDT

-----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 -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MERIDIAN, MS	
Completeness - PARTIAL, LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	GREENSBORO, NC	
Wind Dir/Speed- 040/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT THIN BKN	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - N/A
Lowest Ceiling - 6000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	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 - 15	Last 24 Hrs - 5
	Aircraft Type - C-172	Make/Model - 57
		Last 30 Days - 9
		Instrument - 10
		Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PERSONAL NIGHT X-COUNTRY VFR FLIGHT OVER MOUNTAINOUS TERRAIN THE PLT WAS INFORMED BY ATC THAT VIP LEVEL 3 AND 4 THUNDERSTORMS WERE POSITIONED ACROSS THE INTENDED FLT PATH. THE 128 HOUR NON-INSTRUMENT RATED PRIVATE PLT ACKNOWLEDGED AND CONTINUED THE FLT. SOON AFTERWARDS RADIO AND RADAR CONTACT WERE LOST. THE ACFT EXPERIENCED AN IN-FLIGHT BREAKUP. ALL STRUCTURAL FAILURES HAD OVERSTRESS SIGNATURES TYPICAL OF OVERLOAD. THERE WAS NO EVIDENCE OF PRE-BREAKUP MECHANICAL MALFUNCTION OR FAILURE. A METEOROLOGICAL SUMMARY OF THE ACCD SITE INDICATED THAT THE LEADING EDGE OF A WX ECHO OF AT LEAST MOD INTENSITY CONTAINING AT LEAST A MOD RAIN SHOWER WAS LOCATED IN THE VICINITY OF THE ACCD SITE.

Brief of Accident (Continued)

File No. - 1377

6/18/87

ASHEVILLE,NC

A/C Reg. No. N900AJ

Time (Lcl) - 2105 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT  
Phase of Operation CRUISE

Finding(s)

7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. AIRCRAFT HANDLING - POOR - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

11. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,7,8,9

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1208      7/04/87      FAYETTEVILLE, NC      A/C Reg. No. N1162F      Time (Lcl) - 1906 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHESTER, MD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FAYETTEVILLE MUNICIPAL
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 7204/ 195
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 69	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 596
SE LAND	Months Since - 14	Last 24 Hrs - 4
	Aircraft Type - C-172G	Make/Model- 438
		Last 30 Days- UNK/NR
		Instrument- 11
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

DURING APPROACH THE PILOT NOTICED THAT HE WAS TOO HIGH AND FAST FOR A NORMAL APPROACH. HE REDUCED POWER AND SLOWED THE AIRCRAFT AND INCREASED THE DESCENT RATE TO ATTEMPT THE LANDING. WHEN HE ATTEMPTED TO ADD POWER AND ARREST THE INCREASING DESCENT RATE THE ENGINE FAILED TO RESPOND. THE PILOT REPORTED THAT HE APPLIED CARBURETOR HEAT AFTER THE LACK OF RESPONSE. THE CONDITIONS WERE SUCH THAT SERIOUS ICE BUILD UP COULD BE EXPECTED. NO MECHANICAL PROBLEMS WERE FOUND WITH THE ENGINE.



Brief of Accident (Continued)

File No. - 1208

7/04/87

FAYETTEVILLE, NC

A/C Reg. No. N1162F

Time (Lcl) - 1906 EDT

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Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH  
1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS  
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND  
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND  
-----

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY  
-----

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - EMERGENCY  
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----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1332      10/14/87      GREENSBORO, NC      A/C Reg. No. N62V      Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	0	0	1	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - QUESTAIR 20	Eng Make/Model - CONTINENTAL IO-520-PB	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICW/CLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1874	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	GREENSBORO, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 020/007 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1425
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - 172RG	Make/Model- 75
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 42
		Multi-Eng - 242

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKE-OFF, AT ABOUT 500 FT AGL, THE ENGINE QUIT AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT AND LAND. THE AIRCRAFT CRASHED AND CAUGHT FIRE. THE FUEL SYSTEM WAS FOUND TO HAVE THREE FUEL SELECTORS INSTALLED. THE MAIN FUEL SELECTOR, WHICH SUPPLIES FUEL TO THE ENGINE, WAS IN THE "ON" POSITION. THE TWO FUEL SELECTORS FROM BOTH THE RT AND LEFT FUEL CELLS WERE FOUND IN THE "OFF" POSITIONS. THESE TWO FUEL SELECTORS MUST BE IN THE "ON" POSITION TO SUPPLY FUEL TO THE MAIN FUEL SELECTOR. THE ACFT WAS EQUIPPED WITH A HEADER TANK WHICH HAS A CAPACITY OF APPROXIMATELY ONE HALF GALLON. THE ENGINE WAS RECOVERED AND SUCCESSFULLY RUN ON A TEST STAND.

Brief of Accident (Continued)

File No. - 1332

10/14/87

GREENSBORO, NC

A/C Reg. No. N62V

Time (Lcl) - 0830 EST

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM, SELECTOR VALVE - CLOSED
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
4. FLUID, FUEL - STARVATION

Occurrence #2      FORCED LANDING  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Occurrence #3      UNDERSHOOT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #4      HARD LANDING  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1340      7/13/87      NEW ROCKFORD,ND      A/C Reg. No. N95876      Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage	Injuries			
Type of Operation	-INSTRUCTIONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-N2C	ELT Installed/Activated	- YES/YES
Landing Gear	- TRIQYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 108 HP		

-----Environment/Operations Information-----

<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- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>DEVILS LAKE,ND</p> <p>Destination</p> <p>JAMESTOWN,ND</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - SOFT</p>
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-----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 - 25
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 5
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A CROSS COUNTRY FLIGHT. HE NOTICED A DROP IN ENGINE RPM. AN ENGINE VIBRATION BEGAN AND ANOTHER AIRCRAFT REPORTED SEEING A SMOKE TRAIL. THE PLT ELECTED TO MAKE AN OFF AIRPORT LANDING AND SELECTED A WHEAT FIELD. THE PLT MADE AN EMERGENCY BROADCAST AND PERFORMED A SOFT FIELD LANDING. AFTER TOUCHDOWN, THE NOSE WHEEL SANK INTO THE MUD AND THE ACFT NOSED OVER. A POST CRASH ENGINE INSPECTION REVEALED EVIDENCE THAT THE NUMBER FOUR PISTON HAD BROKEN.

Brief of Accident (Continued)

File No. - 1340

7/13/87

NEW ROCKFORD,ND

A/C Reg. No. N95876

Time (Lcl) - 1030 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,PISTON - FAILURE,TOTAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
4. LANDING GEAR,NOSE GEAR - COLLAPSED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1383      7/16/87      DEVILS LAKE,ND      A/C Reg. No. N11024      Time (Lcl) - 1750 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
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 - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DEVILS LAKE,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - SOFT
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 342
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - 7ECA	Make/Model- 8
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT, AN A&P MECHANIC, WAS COMMUTING HOME FROM THE LOCAL AIRPORT IN HIS AIRCRAFT. UPON LANDING, THE MAIN GEAR SANK INTO SOFT SOIL AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1383

7/16/87

DEVILS LAKE, ND

A/C Reg. No. N11024

Time (Lcl) - 1750 CDT

-----  
Occurrence #1        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - SOFT
2.    UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1322      7/27/87      HILLSBORO,ND      A/C Reg. No. N1686Z      Time (Lcl) - 1900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
			Fatal	Serious	Minor
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During - LANDING					2

-----Aircraft Information-----

Make/Model - CESSNA 185A	Eng Make/Model - CONTINENTAL IO-470-F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HILLSBORO,ND	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HILLSBORO MUNI.
Wind Dir/Speed- 065/007 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	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)
COMMERCIAL,CFI	Current - YES	Total - 8202
SE LAND,ME LAND	Months Since - 2	Make/Model- 1400
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 86
		Multi-Eng - 22
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PVT PLT WAS RECEIVING DUAL INSTRUCTION FOR THE PURPOSE OF A CHECKOUT IN THE CESSNA 185. THE DUAL STUDENT LANDED THE ACFT ON RUNWAY 34 WITH A RIGHT CROSSWIND. DURING THE LANDING ROLL THE ACFT BEGAN TO "WEATHERVANE" AND THE RT WING BEGAN TO RISE. REMEDIAL ACTION WAS TAKEN BY THE FLT INSTRUCTOR BUT THE ACFT LEFT MAIN GEAR FAILED.



Brief of Accident (Continued)

File No. - 1322

7/27/87

HILLSBORO,ND

A/C Reg. No. N1686Z

Time (Lc1) - 1900 MDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - DUAL STUDENT
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
  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. - 1278      4/15/87      MANCHESTER, NH      A/C Reg. No. N24784      Time (Lcl) - 1358 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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	NASHUA, NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MANCHESTER
Wind Dir/Speed- 170/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7001/ 150
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 109
SE LAND	Months Since - 14	Make/Model- 65
	Aircraft Type - UNK/NR	Instrument- 3
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA 152 WAS MAKING A TOUCH AND GO ON RWY 35 WITH THE WINDS REPORTED TO BE 170 DEGREES AT 11 KNOTS. THE PILOT LOST CONTROL AFTER TOUCHDOWN AND VEERED OFF THE RUNWAY TO THE LEFT. THE AIRCRAFT STRUCK A RUNWAY LIGHT AND FLIPPED OVER RECEIVING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1278

4/15/87

MANCHESTER, NH

A/C Reg. No. N24784

Time (Lcl) - 1358 EDT

---

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  2. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1279      2/14/87      OLD BRIDGE,NJ      A/C Reg. No. N25498      Time (Lcl) - 1225 EST

-----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	UNK/NR	Pass	0	Serious	Minor	None
Accident Occurred During	-LANDING			0	0	1	1
				0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- NO -N/A
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	OFF AIRPORT/STRIP	
Method	- N/A		
Completeness	- N/A		
Basic Weather	- VMC	Airport Data	
Wind Dir/Speed-	350/005 KTS	OLD BRIDGE	
Visibility	- 25.0 SM	Runway Ident	- N/A
Lowest Sky/Clouds	- CLEAR	Runway Lth/Wid	- 3600/ 50
Lowest Ceiling	- NONE	Runway Surface	- ASPHALT
Obstructions to Vision-	NONE	Runway Status	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 1057
SE LAND	Months Since	- 10	Make/Model- 1057
	Aircraft Type	- UNK/NR	Instrument- 76
			Last 24 Hrs - UNK/NR
			Last 30 Days- UNK/NR
			Last 90 Days- 113

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 152 TOOK OFF AND AFTER BECOMING AIRBORNE, EXPERIENCED A TOTAL LOSS OF POWER. THE STUDENT PILOT WHO HAD MADE THE TAKEOFF TURNED CONTROL OF THE AIRCRAFT OVER TO THE FLIGHT INSTRUCTOR, WHO MADE AN EMERGENCY LANDING IN A DRAG STRIP PARKING LOT WHICH WAS COVERED WITH SNOW AND ICE. THE AIRCRAFT SKIDDED INTO A CHAIN LINK FENCE. THE STUDENT PILOT RECEIVED MINOR INJURIES WHILE THE FLIGHT INSTRUCTOR WAS NOT INJURED. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE MAIN FUEL STRAINER WAS DRAINED AND IT WAS NOTED THE FUEL WAS APPROXIMATELY 50% WATER. THE FUEL IN THE UNDERGROUND TANK THAT WAS USED TO FUEL THE AIRCRAFT WAS CHECKED AND IT WAS NOTED THAT THE FUEL OUT OF THE PUMPS WAS APPROXIMATELY 10% WATER. IN ADDITION THE FUEL FILTERS WERE DIRTY AND CONTAINED ICE CRYSTALS. THE SOURCE OF THE WATER INTO THE UNDERGROUND FUEL TANKS WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1279

2/14/87

OLD BRIDGE, NJ

A/C Reg. No. N25498

Time (Lcl) - 1225 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
3. AIRCRAFT PREFLIGHT - INADEQUATE - DUAL STUDENT
4. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - AIRPORT PERSONNEL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. OBJECT - FENCE

-----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. - 1234      5/03/87      ALLAIRE, NJ      A/C Reg. No. N3618Z      Time (Lcl) - 1630 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
	Fire	Crew	Fatal	Serious	Minor
Type of Operation - PERSONAL	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					0

-----Aircraft Information-----

Make/Model - PIPER PA-22-20	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 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	LAKEWOOD, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ALLAIRE, NJ	ALLAIRE
Wind Dir/Speed- 040/008 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7017/ 60
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 536
SE LAND	Months Since - 17	Make/Model- 43
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL, THE PILOT LOST DIRECTIONAL CONTROL. THE AIRCRAFT VEERED OFF THE RUNWAY TO THE LEFT, COLLIDED WITH A TREE AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1234

5/03/87

ALLAIRE,NJ

A/C Reg. No. N3618Z

Time (Lcl) - 1630 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
  3. WEATHER CONDITION - CROSSWIND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1217      6/14/87      LOS LUNAS, NM      A/C Reg. No. N8924D      Time (Lcl) - 1300 MDT

-----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	
Accident Occurred During - LANDING							

-----Aircraft Information-----

Make/Model - PIPER PA-22-160	Eng Make/Model - LYCOMING O-320-B2A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1840	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 - 60.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR 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 ALBUQUERQUE, NM</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MID VALLEY AIR PARK</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4300/ 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>PRIVATE</p> <p>SE LAND</p>	<p>Age - 62</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 11</p> <p>Aircraft Type - PA-22</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1100</p> <p>Make/Model- 1100</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 4</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT AFTER TOUCHDOWN, THE ACFT SWERVED TO THE RIGHT AND WENT INTO A WATER FILLED IRRIGATION DITCH. THE ACFT NOSED OVER AND CAME TO REST INVERTED. A POST ACCIDENT INSPECTION REVEALED A DEFLATED TAIL WHEEL WHICH APPEARED TO HAVE BLOWN OUT. IT WAS NOT POSSIBLE TO DETERMINE WHETHER THE DAMAGE OCCURRED AT TOUCH DOWN OR DURING THE ACCIDENT SEQUENCE. EXAMINATION OF THE WRECKAGE DID NOT REVEAL EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.



Brief of Accident (Continued)

File No. - 1217

6/14/87

LOS LUNAS,NM

A/C Reg. No. N8924D

Time (Lcl) - 1300 MDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, TAILWHEEL - FAILURE, PARTIAL
  2. LANDING GEAR, TIRE - BURST
  3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
  5. TERRAIN CONDITION - WATER, GLASSY
- 

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1270      7/04/87      LAS VEGAS,NM      A/C Reg. No. N9406P      Time (Lcl) - 0850 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	1	0
Accident Occurred During -DESCENT			0	0	0
				None	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2A	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - ND 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	LAS VEGAS
Wind Dir/Speed- 090/004 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1148
SE LAND	Months Since - 13	Make/Model- 756
	Aircraft Type - B-35	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT HE EXPERIENCED A DEPARTURE STALL AFTER TAKE OFF. A WITNESS REPORTED THAT THE PLT ATTEMPTED A STEEP TURN IMMEDIATELY AFTER TAKEOFF AND THAT THE ACFT APPEARED TO STALL. THE LEFT WING WENT DOWN AND THE ACFT BEGAN AN UNCONTROLLED DESCENT ENDING IN A COLLISION WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 1270

7/04/87

LAS VEGAS,NM

A/C Reg. No. N9406P

Time (Lc1) - 0850 MDT

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
  2. STALL - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1334      7/08/87      HOBBS,NM      A/C Reg. No. N71JD      Time (Lcl) - 1400 MDT

-----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 -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - SCHEMPP-HIRTH NIMBUS II	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 - 816	Engine Type - UNK/NR	
No. of Seats - 1	Rated Power - N/A	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOBBS,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 758
ME LAND	Months Since - 20	Make/Model- 378
GLIDER	Aircraft Type - B55	Instrument- 0
		Multi-Eng - 30
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PVT PLT WAS FLYING IN A NATIONAL SOARING CONTEST. THE GLIDER WAS TOWED TO 2000 FEET AGL AND RELEASED. THE PLT REPORTED MAKING A CLIMBING RIGHT TURN AFTER RELEASE, HOWEVER HE NOTICED THAT THE CONTROL STICK WAS MORE AFT THAN NORMAL. AS THE FLIGHT PROGRESSED, THE STICK CAME TO A FULL AFT POSITION. THE PLT WAS UNABLE TO GET ANY UP ELEVATOR CONTROL RESPONSE. THE ALTITUDE HAD DETERIORATED TO 1300 FEET AGL. THE PLT BAILED OUT SUCCESSFULLY. THE ACFT INVERTED, ENTERED A FLAT SPIN AND CRASHED. THE PLT REPORTED THAT HE BELIEVED THE ELEVATOR CONTROL WAS INADVERTENTLY ASSEMBLED IMPROPERLY. EXAMINATION OF THE WRECKAGE DID NOT REVEAL EVIDENCE TO EXPLAIN REPORTED LOSS OF ELEVATOR CONTROL.

Brief of Accident (Continued)

File No. - 1334

7/08/87

HOBBS,NM

A/C Reg. No. N71JD

Time (Lcl) - 1400 MDT

-----  
Occurrence #1        AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation    CRUISE - NORMAL

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - UNDETERMINED  
-----

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

2. EMERGENCY PROCEDURE - PERFORMED - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1347      7/13/87      TIERRA AMRILLA,NM      A/C Reg. No. N84704      Time (Lcl) - 0930 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -UNKNOWN  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	1	2

-----Aircraft Information-----

Make/Model    - CESSNA 172K  
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 - 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-   UNK/NR  
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  
UNK/NR

ATC/Airspace

Type of Flight Plan - UNK/NR  
Type of Clearance   - UNK/NR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRSTRIP

Airport Data

EL VADO STATE PARK  
Runway Ident       - 09  
Runway Lth/Wid    - 5000/ 100  
Runway Surface    - DIRT  
Runway Status     - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
STUDENT

Age - 0  
Biennial Flight Review  
Current            - N/A  
Months Since      - N/A  
Aircraft Type      - N/A

Medical Certificate - EXPIRED  
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

NO WITNESSES WERE FOUND WHO HAD SEEN THE ACCIDENT. THE MAN BELIEVED TO BE THE PLT GAVE THE INVESTIGATING POLICE OFFICER AN ASSUMED NAME. THE WRECKAGE DISSAPPEARED SOON AFTER THE CRASH AND HAS NOT BEEN FOUND TO DATE. THE ACFT ATTEMPTED A TAKEOFF WITH FOUR ADULTS AND CONSIDERABLE BAGGAGE ABOARD. THE DENSITY ALTITUDE WAS APPROX 9500 FEET. THE ACFT CAME TO REST NEAR THE DEPARTURE END OF THE ACTIVE RUNWAY.

Brief of Accident (Continued)

File No. - 1347

7/13/87

TIERRA AMRILLA,NM

A/C Reg. No. N84704

Time (Lcl) - 0930 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

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) 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. - 1338      8/24/87      ALBUQUERQUE, NM      A/C Reg. No. N735TJ      Time (Lcl) - 2050 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

2

0

-----Aircraft Information-----

Make/Model - CESSNA 182Q

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2950

No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-U

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 100/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4100 FT

Lowest Ceiling - 4100 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DUSK

Itinerary

Last Departure Point

GALLUP, NM

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

CORONADO

Runway Ident - 35

Runway Lth/Wid - 4020/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 50

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - BE-33

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1643

Make/Model- 71

Instrument- 107

Multi-Eng - 477

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 99

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR TOOK CONTROL OF THE ACFT TO MAKE THE LANDING DUE TO EXCESSIVE CROSSWIND. THE IP STATED THAT THE APCH SPEED WAS 70 TO 75 KTS. THE ACFT WAS LANDED ON THE FIRST THIRD OF RUNWAY AND BRAKES APPLIED WITH HALF RUNWAY REMAINING. IP REPORTED THAT BRAKE APPLICATION PROVIDED NO BRAKING ACTION. THE BRAKES WERE RE-APPLIED WITH EXCESSIVE PRESSURE WITH NO EFFECT. THE ACFT ROLLED OFF THE END OF RWY 35. POST CRASH EXAM REVEALED NO MECH PROBLEMS. BOTH PLTS STATED THAT THEY LISTENED TO THE AUTOMATED TERMINAL INFORMATION SERVICE (ATIS), CONTACTED ABO APPROACH CONTROL AND HEARD THE CORONADO UNICOM ADVISORIES, ALL OF WHICH INDICATED THAT THE WINDS WERE 110 DEGREES AT 10 KNOTS. THE PLT OF AN ACFT THAT DEPARTED EARLIER FM CORONADO RADIOED THAT THE WINDS WERE FM THE EAST AT 15 KNOTS, GUSTING TO 25 KNOTS.



Brief of Accident (Continued)

File No. - 1338

8/24/87

ALBUQUERQUE,NM

A/C Reg. No. N735TJ

Time (Lcl) - 2050 MDT

-----  
Occurrence #1        NOSE OVER  
Phase of Operation    LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
  2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND(CFI)
  3. DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
  4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND(CFI)
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1214      9/26/87      SAN YSIDRO,NM      A/C Reg. No. N76907      Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 140  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1500  
No. of Seats - 2

Eng Make/Model - CONTINENTAL 90-12F  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 90 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 190/007 KTS  
Visibility - 60.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
LOS LUNAS,NM  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - DIRT  
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND  
GLIDER

Age - 38  
Biennial Flight Review  
Current - YES  
Months Since - 28  
Aircraft Type - C-140

Medical Certificate - EXPIRED

		Flight Time (Hours)	
Total	- 444	Last 24 Hrs -	2
Make/Model-	310	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	29

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND PAX WERE ON A LCL SIGHTSEEING FLT. THE PLT STATED THAT HE HAD BEEN FLYING LOW AND SLOW AT A NOSE HIGH ATTITUDE. THE ENGINE BEGAN TO OVERHEAT AND DID NOT COOL OFF AND THE PILOT EXECUTED A PRECAUTIONARY LANDING ON A DIRT ROAD. THE ACFT BALLOONED AND TOUCHED DOWN OVER A RISE IN THE ROAD. ACFT CRESTED A SECOND HILL AND COLLIDED WITH A CATTLE GUARD AND GATE. POST CRASH EXAM REVEALED OIL DIPSTICK WAS NOT PROPERLY SECURED AND OIL ESCAPED FROM OIL FILLER TUBE.

Brief of Accident (Continued)

File No. - 1214

9/26/87

SAN YSIDRO,NM

A/C Reg. No. N76907

Time (Lcl) - 1030 MDT

-----  
Occurrence #1            LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      CRUISE

1. LUBRICATING SYSTEM,OIL FILLER CAP - NOT SECURED
  2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
  3. FLUID,OIL - LOSS,PARTIAL
  4. ENGINE ASSEMBLY - OVERTEMPERATURE
- 

Occurrence #2            FORCED LANDING

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
- 

Occurrence #3            ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation      LANDING - ROLL

6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1381      10/05/87      RIO RANCHO,NM      A/C Reg. No. N15260      Time (Lcl) - 0830 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  
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - BALLOON WORKS FIREFLY 7-B  
Landing Gear      - UNK/NR  
Max Gross Wt      - 900  
No. of Seats      - UNK/NR

Eng Make/Model      - N/A  
Number Engines      - N/A  
Engine Type      - UNK/NR  
Rated Power      - N/A

ELT Installed/Activated - NO -N/A  
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 090/001 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      - STRAIGHT-IN  
FULL STOP

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

FREE BALLOON

Age - 40

Biennial Flight Review

Current      - YES  
Months Since      - 7

Aircraft Type - FIREFLY

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total	- 90	Last 24 Hrs	- 1
Make/Model-	90	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT SHE HAD VENTED THE BALLOON TO LAND. SHE SAID IT TAKES BOTH OF HER HANDS TO OPEN THE VENT AND HOLD IT OPEN. "WHEN THE BALLOON HIT THE GROUND THE BURNER WENT ON BY ITSELF, WIDE OPEN. THE ENVELOPE WAS SWINGING FROM THE CONTACT OF THE BASKET WITH THE GROUND AND WAS IN THE PATH OF THE BURNER ALMOST INSTANTLY." THE ENVELOPE WAS DAMAGED BY THE FIRE BUT THERE WERE NO INJURIES. AN FAA AIRWORTHINESS INSP EXAMINED THE BURNER AFTER THE ACCD. HE REPORTED THAT "BEFORE TEARDOWN THE BURNER ASSY WAS INSTALLED ON THE GONDOLA AND OPERATIONALLY TESTED. THE VALVE WAS OPERATED NORMALLY APPROX 10 ON/OFF CYCLES. THE VALVE WAS PRESSURE TESTED AND NO LEAKS WERE NOTED. THE BLAST VALVE WAS THEN REMOVED FROM THE BURNER ASSY AND DISASSEMBLED. THE DIMENSION BETWEEN THE ACTUATING LEVER AND THE BONNET WAS APPROX .006 INSTEAD OF THE REQ MIN OF .010. THIS WAS DUE TO AN EXTRA TEFLON WASHER INSTALLED BETWEEN THE LEVER AND BONNET, HOWEVER, THE OPERATION OF THE VALVE WAS NOT AFFECTED." NO OTHER DISCREPENCIES WERE NOTED.

Brief of Accident (Continued)

File No. - 1381

10/05/87

RIO RANCHO,NM

A/C Reg. No. N15260

Time (Lcl) - 0830 MDT

---

Occurrence #1 FIRE

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - DEPLOYED INADVERTENTLY
- 

----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. - 1212      10/08/87      ALBUQUERQUE, NM      A/C Reg. No. N711TT      Time (Lcl) - 1615 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	1	0	0

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Fire                            Crew  
NONE                           Pass

-----Aircraft Information-----

Make/Model    - ROCKWELL 690B  
Landing Gear   - TRICYCLE-RETRACTABLE  
Max Gross Wt   - 10325  
No. of Seats    - 10

Eng Make/Model - GARRETT TPE331-5-251K  
Number Engines - 2  
Engine Type    - TURBOPROP  
Rated Power    - 718 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-    270/021 KTS  
Visibility          - 60.0 SM  
Lowest Sky/Clouds   - 8000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation       - NONE  
Condition of Light   - DAYLIGHT

Itinerary

Last Departure Point  
OKLAHOMA CITY, OK  
Destination  
SAME AS ACC/INC

Airport Proximity  
ON AIRPORT

Airport Data

CORONADO  
Runway Ident        - 17  
Runway Lth/Wid     - 4010/ 60  
Runway Surface      - ASPHALT  
Runway Status       - DRY

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance    - IFR  
Type Apch/Lndg       - TRAFFIC PATTERN  
FULL STOP

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND, ME LAND

Age - 67  
Biennial Flight Review  
Current            - YES  
Months Since      - 8  
Aircraft Type      - T-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 7230	Last 24 Hrs	- 2
Make/Model	- 1086	Last 30 Days	- UNK/NR
Instrument	- 952	Last 90 Days	- 30
Multi-Eng	- 4999	Rotorcraft	- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS LANDING ON RWY 17 AT CORONADO AIRPORT, 9 NM N OF ALBUQUERQUE, NM INTL ARPT. PLT SAID HE BROUGHT PROPS INTO REVERSE AND ACFT WENT OFF RIGHT SIDE OF RWY. PLT BROUGHT PROPS OUT OF REVERSE, REALIGNED ACFT ON RWY, AND REVERSED PROPS AGAIN. ACFT WENT OFF RIGHT SIDE OF RWY AND COLLIDED WITH RWY LIGHTS AND CULVERTS. RIGHT MAIN AND NOSE LANDING GEARS COLLAPSED. WITNESSES SAID APCH WAS TOO FAST WITH HIGH SINK RATE THAT WAS ARRESTED IN LANDING FLARE. PLT SAID HE DID NOT THINK THERE HAD BEEN ANY MECHANICAL FAILURE OR MALFUNCTION, BUT LATER WROTE HE THOUGHT LEFT PROP FAILED TO REVERSE. EXAM OF ACFT REVEALED BOTH PROP BLADE TIPS CURLED OPPOSITE DIRECTION OF ROTATION ABOUT 6 IN FROM TIP.

Brief of Accident (Continued)

File No. - 1212

10/08/87

ALBUQUERQUE,NM

A/C Reg. No. N711TT

Time (Lc1) - 1615 MDT

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. AIRSPEED(VREF) - EXCESSIVE - PILOT IN COMMAND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. PLANNED APPROACH - POOR - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - RUNWAY LIGHT
- 

Occurrence #3      GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1211      10/11/87      LORDSBURG,NM

A/C Reg. No. N530FL

Time (Lcl) - 1850 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During    -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries  
Serious  
0  
0

Minor  
0  
0

None  
1  
2

-----Aircraft Information-----

Make/Model    - PIPER PA-28-140  
Landing Gear   - TRICYCLE-FIXED  
Max Gross Wt   - 2150  
No. of Seats   - 4

Eng Make/Model - LYCOMING O-320-E2A  
Number Engines - 1  
Engine Type    - RECIPROCATING-CARBURETOR  
Rated Power    - 150 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing    - NO RECORD OF BRIEFING  
Method        - N/A  
Completeness   - N/A  
Basic Weather   - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 10.0    SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling   - NONE  
Obstructions to Vision- NONE  
Precipitation   - NONE  
Condition of Light   - DUSK

Itinerary

Last Departure Point  
ALBUQUERQUE,NM  
Destination  
COTTON CITY,NM

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance   - NONE  
Type Apch/Lndg      - FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

DUSTY ACRES  
Runway Ident    - N/A  
Runway Lth/Wid - N/A  
Runway Surface   - GRAVEL  
Runway Status   - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 39  
Biennial Flight Review  
Current        - YES  
Months Since   - 11  
Aircraft Type   - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total        - 617  
Make/Model- 55  
Instrument- 3  
Last 24 Hrs - 4  
Last 30 Days- UNK/NR  
Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID THAT HE REDUCED THE THROTTLE DURING THE DESCENT TO TRAFFIC PATTERN ALT AT THE DUSTY ACRES ARPT AND WHEN HE PUSHED THE THROTTLE IN, THE THROTTLE CABLE BROKE. THE ENG WENT TO IDLE POWER AND QUIT. THE PILOT EXECUTED AN EMERGENCY LANDING ON A GRAVEL ROAD. DURING THE ROLLOUT, THE ACFT STRUCK A FENCE, VEERED TO THE LEFT AND COLLIDED WITH A DITCH. PLT WAS UNABLE TO LOCATE AIRCRAFT RECORDS THEREFORE THE DATES OF MAINTENANCE INSPECTION ARE UNKNOWN.



Brief of Accident (Continued)

File No. - 1211

10/11/87

LORDSBURG,NM

A/C Reg. No. N530FL

Time (Lc1) - 1850 MDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF  
Phase of Operation    DESCENT

Finding(s)

1. THROTTLE/POWER LEVER,CABLE - FAILURE,TOTAL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation    DESCENT - EMERGENCY

-----

Occurrence #3        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    LANDING - ROLL

Finding(s)

2. OBJECT - FENCE
  3. TERRAIN CONDITION - DITCH
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1380      11/19/87      ALBUQUERQUE,NM      A/C Reg. No. N1073N      Time (Lcl) - 1100 MST

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	1

Type of Operation -OTHER WORK USE

Flight Conducted Under -14 CFR 133

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

-----Aircraft Information-----

Make/Model - BELL 206B III

Landing Gear - SKID

Max Gross Wt - 3200

No. of Seats - 5

Eng Make/Model - ALLISON 250-C20J

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 420 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- 360/008 KTS

Visibility - 60.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ALBUQUERQUE,NM

Destination

SANDIA LABS,NM

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,CFI

SE LAND

HELICOPTER

Age - 49

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - 206BIII

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8463

Make/Model- 950

Instrument- 454

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 59

Rotorcraft - 6233

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO RETRIEVE A PARACHUTE RETARDED ROCKET THAT CAME TO REST IN A TREE BY HOOKING THE RIGHT FRONT SKID SHOE UNDER THE CHUTE, THE PARACHUTE GOT HUNG UP IN THE TREE. THE HELICOPTER LIFTED THE ROCKET APPROX 6 FT INTO THE AIR BEFORE IT SWUNG INTO THE LOWER BRANCHES OF THE TREE. THE ACFT ROLLED RIGHT AND IMPACTED THE GROUND IN AN APPROX 45 DEGREE NOSE LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1380

11/19/87

ALBUQUERQUE,NM

A/C Reg. No. N1073N

Time (Lcl) - 1100 MST

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      HOVER

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. PICK-UP EQUIPMENT - INADEQUATE
4. EXTERNAL LOAD SLING/HARNESS - ENTANGLED
5. VERTICAL TAKEOFF - RESTRICTED -

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) 1,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1355      8/18/87      LAS VEGAS,NV      A/C Reg. No. N233BG      Time (Lcl) - 1345 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	0	0	1	0

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - MOONEY M20-K  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 2900  
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-560-GB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 210 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS  
Method - UNK/NR  
Completeness - UNK/NR  
Basic Weather - VMC  
Wind Dir/Speed- 040/008 KTS  
Visibility - 50.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
PALM SPRINGS,CA  
Destination  
LAS VEGAS,NV

ATC/Airspace

Type of Flight Plan - VFR  
Type of Clearance - NONE  
Type Apch/Lndg - GO AROUND  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

MCCARREN  
Runway Ident - 19L  
Runway Lth/Wid - 9776/ 150  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND  
FREE BALLOON ,GLIDER

Age - 64

Biennial Flight Review

Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1721	Last 24 Hrs -	0
Make/Model-	1000	Last 30 Days-	UNK/NR
Instrument-	62	Last 90 Days-	42

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS CLEARED TO LAND ON RUNWAY 19R BUT WAS ATTEMPTING TO LAND ON RUNWAY 19L. THE TOWER NOTED THE MISTAKE AND ASKED THE AIRCRAFT TO SIDE STEP TO RUNWAY 19R. DURING THE PILOT'S ATTEMPT TO LAND ON RUNWAY 19R, THE TOWER TOLD THE PILOT TO GO-AROUND. DURING THE GO-AROUND THE AIRCRAFT ASSUMED A STEEP LEFT WING DOWN, NOSE LOW ATTITUDE, IMPACTING THE GROUND BETWEEN THE PARALLEL RUNWAYS. THE PILOT STATED THAT A LOSS OF POWER OCCURRED DURING THE GO-AROUND. FAA INSPECTORS RAN THE ENGINE WITH NO APPARENT LOSS OF POWER. THE CIRCUIT BREAKER TO THE STALL WARNING WAS FOUND TO BE IN THE OUT POSITION AT THE ACCIDENT SCENE.

Brief of Accident (Continued)

File No. - 1355

8/18/87

LAS VEGAS,NV

A/C Reg. No. N233BG

Time (Lc1) - 1345 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    GO-AROUND (VFR)

Finding(s)

1. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
  2. WARNING SYSTEM(OTHER) - INOPERATIVE
  3. ELECTRICAL SYSTEM,CIRCUIT BREAKER - POPPED/TRIPPED
  4.    AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1232      9/15/87      RENO,NV

A/C Reg. No. N5JG

Time (Lcl) - 1430 PDT

-----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      -RACING  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Fire  
NONE

-----Aircraft Information-----

Make/Model      - MERCER OWL RACER 65-2  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 900  
No. of Seats      - 1

Eng Make/Model - CONTINENTAL O-200  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - NO -N/A  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- 240/008 KTS  
Visibility      - 40.0 SM  
Lowest Sky/Clouds      - 25000 FT SCATTERED  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRPORT

Airport Data

RENO/STEAD  
Runway Ident      - 32  
Runway Lth/Wid      - 8080/ 150  
Runway Surface      - ASPHALT  
Runway Status      - DRY

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,ATP,CFI  
SE LAND,ME LAND,SE SEA  
GLIDER

Age - 48

Biennial Flight Review

Current      - YES  
Months Since      - 5  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 15000	Last 24 Hrs	- UNK/NR
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A PRACTICE FLT IN A FORMULA ONE RACER BFR THE RENO AIR RACES, THE ENG LOST PWR AFTER 4 LAPS WHEN THE ACFT WAS AT AN ALT OF ABOUT 40' AGL. THE PLT MANEUVERED TO LND ON A RWY IN WINDS THAT WERE VARIABLE & GUSTY. A WITNESS RPRTD THE PLT MADE AN ABRUPT LEFT TURN, WHILE MANEUVERING TO LND, THEN THE ACFT "APPEARED TO STALL, SNAP ROLL TO THE RIGHT AND DIVE VERTICALLY INTO THE GROUND." NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG AN EXAM OF THE WRECKAGE. THE FUEL & OIL TANKS RUPTURED DRG IMPACT. NO EVIDENCE OF STAIN OR ODOR WAS NOTED & THE FUEL TANK WAS DRY; HOWEVER, 1 PERSON RPRTD HE WITNESSED THE "DIP STICKING" OF THE FUEL TANK BFR THE ACDNT & SAID FUEL WAS AT THE 3/4 LVL. THE PLT HAD 3 YRS EXPERIENCE OF FLYING FORMULA ONE RACERS. ON THE ACDNT FLT HE WAS CHECKING A NEWLY INSTALLED ENG. ON THE DAY BFR THE ACDNT, HE MADE A DEAD-STICK LNDG AT THE SAME ARPT.

Brief of Accident (Continued)

File No. - 1232

9/15/87

RENO,NV

A/C Reg. No. N5JG

Time (Lcl) - 1430 PDT

Occurrence #1      LOSS OF ENGINE POWER  
Phase of Operation      OTHER

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - GUSTS
4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
5. STALL/SPIN - INADVERTENT - 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) 1,4,5

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. - 1237      2/07/87      LIVINGSTON,NY      A/C Reg. No. N62429      Time (Lcl) - 1215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						1

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ISLIP,NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBIA,NY	GREEN ACRES
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 19
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2090/ 90
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling -	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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 162
SE LAND	Months Since - 4	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 4
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL, THE AIRCRAFT ENCOUNTERED PATCHY ICE ON THE RUNWAY SURFACE CAUSING THE AIRCRAFT TO SKID OUT OF CONTROL AND IMPACT A SNOWBANK.



Brief of Accident (Continued)

File No. - 1237

2/07/87

LIVINGSTON,NY

A/C Reg. No. N62429

Time (Lc1) - 1215 EST

-----  
Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1275      3/05/87      LOCKE, NY      A/C Reg. No. N6489R      Time (Lcl) - 1215 EST

-----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 1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E2A	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	- 140 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- 350/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 3000 FT OVERCAST</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ELMIRA, NY</p> <p>Destination WATERTOWN, NY</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-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 47
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 47
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT OF THE PA-140 WAS PERFORMING A SOLO X-COUNTRY FLIGHT. HE HAD MADE A FUEL STOP APPROX 20 MINS PRIOR TO THE CRASH. WITNESS OBSERVED AN AIRCRAFT FLYING LOW AND REMARKED THAT THE ENGINE SOUNDED VERY LOUD JUST BEFORE CRASHING INTO AN OCCUPIED DWELLING AND DESTROYING THE HOUSE AND FATALLY INJURING THE PILOT. THE PILOT LOST CONTROL IN FLIGHT FOR UNKNOWN REASONS. NO PREIMPACT MECHANICAL MALFUNCTION/FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1275

3/05/87

LOCKE,NY

A/C Reg. No. N6489R

Time (Lcl) - 1215 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      MANEUVERING

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)  
2. OBJECT - RESIDENCE  
-----

-----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. - 1251      3/08/87      POESTENKILL,NY      A/C Reg. No. N714CD      Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 150M  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed-      CALM  
Visibility      - UNK/NR  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision-      NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - NONE  
Type Apch/Lndg      - TRAFFIC PATTERN  
FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

RENSSELAER  
Runway Ident      - 36  
Runway Lth/Wid      - 2800/ 60  
Runway Surface      - ASPHALT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 33

Biennial Flight Review

Current      - YES  
Months Since      - 12  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 88	Last 24 Hrs	- 0
Make/Model-	2	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE AIRCRAFT CAME IN HIGH AND FAST, BOUNCED ON THE CENTERLINE AND VEERED LEFT OF THE CENTERLINE ON THE SECOND BOUNCE. PILOT ATTEMPTED TO CORRECT WITH RIGHT RUDDER AND AILERON BUT THE AIRCRAFT CONTINUED TO ROLL OFF OF THE RUNWAY AND INTO SNOW WHERE IT NOSED OVER.

Brief of Accident (Continued)

File No. - 1251

3/08/87

POESTENKILL,NY

A/C Reg. No. N714CD

Time (Lc1) - 1730 EST

-----  
Occurrence #1       HARD LANDING  
Phase of Operation   LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
  2. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
- 

Occurrence #2       LOSS OF CONTROL - ON GROUND  
Phase of Operation   LANDING - ROLL  
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

-----

Occurrence #3       ON GROUND COLLISION WITH TERRAIN  
Phase of Operation   LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
- 

-----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. - 1264      3/10/87      JAMAICA,NY      A/C Reg. No. CGJWW      Time (Lcl) - 0102 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -SOUNDAIR CORP.	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,INTL,CARGO	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 129	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - SWEARINGEN SA-226AT	Eng Make/Model - GARRETT TPE-331-30303	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 12500	Engine Type - TURBOPROP	
No. of Seats - 2	Rated Power - 840 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	TORONTO,CD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	JAMAICA,NY	KENNEDY
Wind Dir/Speed- 024/023 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8400/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 3800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - NO	Total - 4035
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1450
		Instrument- 385
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - UNK/NR
		Multi-Eng - 1802

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT LANDED AT KENNEDY INTERNATIONAL AIRPORT WITH THE LANDING GEARS RETRACTED DUE TO A FAILURE OF THE RIGHT MAIN LANDING GEAR EXTENSION SYSTEM.

Brief of Accident (Continued)

File No. - 1264

3/10/87

JAMAICA,NY

A/C Reg. No. CGJWW

Time (Lcl) - 0102 EST

-----  
Occurrence #1            IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE,PARTIAL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1276      3/19/87      WASSAIC,NY      A/C Reg. No. N13766      Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -AERIAL OBSERVATION  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

Aircraft Damage  
DESTROYED

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	2	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model      - BELL 47G  
Landing Gear      - SKID  
Max Gross Wt      - 2350  
No. of Seats      - 3

Eng Make/Model - FRANKLIN 6V335-A  
Number Engines - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 210 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- UNK/NR  
Visibility      - 20.0      SM  
Lowest Sky/Clouds      - UNK/NR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
NORTHAMPTON,MA  
Destination  
UNK/NR

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  
  
HELICOPTER

Age - 37  
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      - 4700      Last 24 Hrs - UNK/NR  
Make/Model- UNK/NR      Last 30 Days- UNK/NR  
Instrument- UNK/NR      Last 90 Days- UNK/NR  
Multi-Eng - UNK/NR      Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

THE BELL 47G HELICOPTER WAS ON A AERIAL SURVEY OF BURIED TELEPHONE CABLE WHEN THE RED MAIN ROTOR BLADE SEPARATED FROM THE BLADE GRIPS IN FLIGHT. THE MAIN ROTOR HUB WITH THE MAIN ROTOR BLADE SEPARATED FROM THE TRANSMISSION AND THE HELICOPTER CRASHED. NO EVIDENCE WAS FOUND TO INDICATE THAT THIS ACCIDENT INVOLVED A BLADE STRIKE. EXAMINATION OF THE FAILED MAIN ROTOR BLADE DISCLOSED THAT THE BLADE HAD RECEIVED A BLADE STRIKE SOME YEARS BEFORE, WAS REPAIRED AND RETURNED TO SERVICE. THERE WAS A LARGE GAP NEAR THE BLADE GRIPS THAT HAD BEEN FILLED WITH EPOXY. BOTH OF THESE REPAIRS WERE DETERMINED TO NOT BE IN COMPLIANCE WITH THE BELL 47 MAINTENANCE AND OVERHAUL MANUAL.



Brief of Accident (Continued)

File No. - 1276

3/19/87

WASSAIC,NY

A/C Reg. No. N13766

Time (Lcl) - 1600 EST

Occurrence #1      AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ROTOR SYSTEM,MAIN ROTOR HUB GRIP(SLEEVE) - FAILURE,TOTAL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. ROTOR SYSTEM,MAIN ROTOR BLADE - SEPARATION
4. MAINTENANCE,ANNUAL INSPECTION - NOT PERFORMED - COMPANY MAINTENANCE PSNL
5. ROTOR SYSTEM,MAIN ROTOR BLADE - PREVIOUS DAMAGE
6. MAINTENANCE,MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL

Occurrence #2      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

7. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1395      4/05/87      WARWICK, NY      A/C Reg. No. N2833H      Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - ERCOUE 415D	Eng Make/Model - CONTINENTAL C75-12	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WARWICK
Wind Dir/Speed- 010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2150/ 25
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - MACADAM
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 78	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 805
SE LAND	Months Since - 0	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 800
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 72
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS ON APPROACH FOR LANDING ON RUNWAY 3 AT WARWICK AIRPORT WHEN THE ENGINE STARTED TO SPUTTER. THE PILOT CONTINUED TO PUMP THE THROTTLE BUT OVERSHOT THE RUNWAY AND LANDED IN A SWAMP. IT WAS NOT DETERMINED WHAT CAUSED THE LOSS OF POWER TO THE ENGINE.

Brief of Accident (Continued)

File No. - 1395

4/05/87

WARWICK, NY

A/C Reg. No. N2833H

Time (Lc1) - 1430 EST

-----  
Occurrence #1      LOSS OF POWER  
Phase of Operation      APPROACH

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      OVERRUN  
Phase of Operation      LANDING

Finding(s)  
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND  
3. DISTANCE - MISJUDGED - PILOT IN COMMAND  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1226      6/27/87      HAMILTON, OH      A/C Reg. No. N74259      Time (Lc1) - 1235 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	1	0	0
Accident Occurred During	-DESCENT		Pass 0	1	2	0

-----Aircraft Information-----

Make/Model	- BELLANCA 14-13-2	Eng Make/Model	- FRANKLIN 6A4150-B3	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 1	Stall Warning System	- UNK/NR
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	HAMILTON, OH	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SPRINGFIELD, OH	FAIRFIELD
Wind Dir/Speed	- 260/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 29
Lowest Sky/Clouds	- 4500 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 5440/ 80
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- N/A
Condition of Light	- DAYLIGHT		Runway Status
			- N/A

-----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	- 1622	Last 24 Hrs - UNK/NR
SE LAND	Months Since	- UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type	- UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng	- UNK/NR
			Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT HE MADE A NON-STD RT-HAND DEPARTURE AFTER T/O FROM RWY 29, TO AVOID TRAFFIC DEPARTING TO THE LEFT. THE ACFT BEGAN TO SINK AS HE ATTEMPTED TO CLIMB OVER THE LEE SIDE OF A 200 FT-HIGH RIDGE LESS THAN 1 MILE NORTHWEST OF THE ARPT. THE ACFT SUBSEQUENTLY IMPACTED TREES AND A UTILITY POLE, AND FELL TO THE GROUND. THE ENGINE WAS DEVELOPING "GOOD" PWR AT THE TIME. WITNESSES RPTD THAT THE ACFT USED UP MOST OF THE 5,440 FT RWY DURING T/O, AND THAT THE CLIMB RATE WAS POOR. THE ACFT FLAPS WERE OBSERVED TO BE EXTENDED DURING TAKEOFF. POST-CRASH EXAM OF THE ACFT REVEALED THAT THE FLAPS WERE EXTENDED 30 DEGREES AT THE TIME OF THE ACCIDENT. THE ACFT WAS ESTIMATED TO WEIGH ABOUT 100 POUNDS BELOW GROSS WT AT T/O. THE DENSITY ALTITUDE AT THE ARPT WAS ESTIMATED TO BE 1,900 FT. THE ARPT WIND WAS ESTIMATED BY A WITNESS TO BE FROM 290 DEGREES AT 10-15 KTS AT THE TIME. A NEARBY RPTNG STATION (LUK) 16 NM AWAY RPTD WINDS FROM 260 DEGREES AT 10 KNOTS GUSTING TO 18 KTS.

Brief of Accident (Continued)

File No. - 1226

6/27/87

HAMILTON, OH

A/C Reg. No. N74259

Time (Lcl) - 1235 EDT

Occurrence #1      IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - MOUNTAIN WAVE
2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

8. OBJECT - TREE(S)
9. OBJECT - UTILITY POLE

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1293      6/28/87      NEWBURY, OH      A/C Reg. No. N3924L      Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - EIPPER MX2	Eng Make/Model - BOMBADIER ROTAX GMBH	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 720	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	NEWBURY, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ULTRALIGHT HAD NOT BEEN FLOWN FOR 8 MONTHS. PLT RPTD THAT AFTER TAKEOFF THE ENG QUIT. FUEL HAD NOT BEEN ADDED SINCE PRIOR OCT. EXAMINATION OF ENG REVEALED CRACKS IN THE EXHAUST SYSTEM, EVIDENCE OF OVERHEATING AND RECENT SCORING OF CYLINDERS. WITNESS RPTD THAT ENG WAS IDLED FOR EXTENDED PERIOD BEFORE TAKE OFF. REAR CLYINDER WAS CARBONED AND THE SPARK PLUGS WERE CLEAN. ENG WAS OVERHEATED DUE TO CRACKS IN EXHAUST WHICH RESULTED IN SEIZURE OF THE PISTONS DURING FLIGHT. WHEN COOL, THE ENG FREED.

Brief of Accident (Continued)

File No. - 1293

6/28/87

NEWBURY,OH

A/C Reg. No. N3924L

Time (Lc1) - 1400 EDT

-----  
Occurrence #1      LOSS OF POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM,CLAMP - CRACKED
  2. ENGINE ASSEMBLY - OVERTEMPERATURE
  3. ENGINE ASSEMBLY,PISTON - BINDING(MECHANICAL)
  4. MAINTENANCE,SERVICE OF AIRCRAFT - DISREGARDED - 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)

5. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1210      7/13/87      COLUMBUS, OH

A/C Reg. No. N127GS

Time (Lc1) - 2308 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier -AIR CONTINENTAL	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1	
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0	0	
Accident Occurred During -TAXI							

-----Aircraft Information-----

Make/Model - SMITH AEROSTAR 600	Eng Make/Model - LYCOMING TIO-540	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	CLEVELAND, OH	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	PORT COLUMBUS INT'L.
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10701/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - ILS-LOCALIZER	Runway Status - UNK/NR
Obstructions to Vision- HAZE	TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 2603
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - AER.600	Make/Model - 400
		Instrument - 348
		Multi-Eng - 1580
		Last 30 Days - UNK/NR
		Last 90 Days - 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TAXIED OFF AN UNLIGHTED TAXIWAY INTO A LARGE DRAINAGE DITCH WHILE TAXIING TO A PARKING RAMP. THE PILOT THOUGHT HE WAS ON THE TAXIWAY BUT THE RIGHT LANDING GEAR WAS ON A PORTION OF THE DRAINAGE DITCH RETAINING WALL. THE RT LANDING GEAR COLLAPSED. THE PILOT WAS USING THE LANDING LIGHT INSTEAD OF THE TAXI LIGHT.



Brief of Accident (Continued)

File No. - 1210

7/13/87

COLUMBUS, OH

A/C Reg. No. N127GS

Time (Lc1) - 2308 EDT

-----  
Occurrence #1        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
  3. LIGHT CONDITION - DARK NIGHT
  4. LANDING LIGHTS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2        NOSE GEAR COLLAPSED  
Phase of Operation    TAXI - FROM LANDING

Finding(s)

5. LANDING GEAR, MAIN GEAR STRUT - FAILURE, TOTAL
  6. LANDING GEAR, MAIN GEAR STRUT - OVERLOAD
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1223      4/30/87      OKLAHOMA CITY,OK      A/C Reg. No. N8404      Time (Lcl) - 2005 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - SUPPLEMENTAL	Aircraft Damage	Injuries			
Name of Carrier -BUFFALO AIRWAYS, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,CARGO	Fire	Crew 0	0	0	3
Flight Conducted Under -14 CFR 121	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	1	0

-----Aircraft Information-----

Make/Model - BOEING 707-323C	Eng Make/Model - P&W JT3D-3B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES
Max Gross Wt - 328000	Engine Type - TURBOJET	
No. of Seats - 4	Rated Power - 10000 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	OKLAHOMA CITY,OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	WICHITA,KS	WILL ROGERS WORLD ARPT.
Wind Dir/Speed- 200/016 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 13149
ME LAND	Months Since - 5	Last 24 Hrs - 11
	Aircraft Type - B-707	Make/Model- 283
		Instrument- 850
		Last 30 Days- UNK/NR
		Last 90 Days- 88
		Multi-Eng - 12155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ENGINE START GROUND PERSONNEL EXPERIENCED DIFFICULTY DISCONNECTING THE AIRSTART UNIT HOSE. THE GROUND SIGNALMAN LEFT THE VIEW OF THE CREW TO ASSIST THE OTHER MEN IN AN EFFORT TO DISCONNECT THE UNIT FROM THE AIRCRAFT. THE PILOT ASSUMING THAT ALL WAS CLEAR, STARTED TO TAXI. THE SUBSTANTIAL DAMAGE TO THE AIRCRAFT'S RIGHT WING RESULTED FROM COLLISION WITH THE STARTING UNIT.

Brief of Accident (Continued)

File No. - 1223

4/30/87

OKLAHOMA CITY,OK

A/C Reg. No. N8404

Time (Lcl) - 2005 CDT

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation    TAXI

Finding(s)

1. OBJECT - VEHICLE
  2. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
  3. IMPROPER DECISION, DIVERTED ATTENTION - GROUND PERSONNEL
  4. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
  5. PROPER ASSISTANCE - NOT RECEIVED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1205      5/10/87      OKMULGEE,OK      A/C Reg. No. N4922P      Time (Lcl) - 1100 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-L2C	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method      - N/A	RIVERSIDE,OK	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	OKMULGEE,OK	OKMULGEE MUN.
Wind Dir/Speed- 170/011 KTS	ATC/Airspace	Runway Ident      - 17
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - 4300/ 35
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - CONCRETE
Lowest Ceiling      - NONE	Type Apch/Lndg      - TOUCH AND GO	Runway Status      - DRY
Obstructions to Vision- NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current      - N/A	Total      - 61
	Months Since      - N/A	Last 24 Hrs      - 1
	Aircraft Type      - N/A	Make/Model- 61
		Last 30 Days- UNK/NR
		Instrument- 3
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NORMAL UNEVENTFUL APPROACH, AND UPON TOUCHDOWN, THE AIRCRAFT'S NOSE GEAR COLLAPSED FOR UNDETERMINED REASONS. THE AIRCRAFT SLID TO A STOP CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1205

5/10/87

OKMULGEE,OK

A/C Reg. No. N4922P

Time (Lcl) - 1100 CDT

-----  
Occurrence #1        NOSE GEAR COLLAPSED  
Phase of Operation    LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - UNDETERMINED
  2. TOUCH-AND-GO LANDING - ATTEMPTED - 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) 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. - 1204      5/12/87      NOWATTA,OK      A/C Reg. No. N9845C      Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA 182  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3100  
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 235 HP

ELT Installed/Activated - YES/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 - 10.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
NOWATTA,OK  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

NOWATTA MUN.  
Runway Ident - 17  
Runway Lth/Wid - 2500/ 35  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 32  
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 - 312  
Make/Model- 202  
Instrument- 3  
Last 24 Hrs - UNK/NR  
Last 30 Days- UNK/NR  
Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF, THE PILOT REDUCED POWER AND ATTEMPTED TO CLIMB. WHEN THE AIRCRAFT WOULD NOT RESPOND, THE PILOT APPLIED FULL POWER AND RAISED THE FLAPS. THE AIRCRAFT SETTLED BACK DOWN NOSE HIGH, CONTACTING A FENCE AND SUBSEQUENTLY THE GROUND, SUBSTANTIALLY DAMAGING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1204

5/12/87

NOWATTA,OK

A/C Reg. No. N9845C

Time (Lcl) - 1830 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
  2. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
  3. STALL/MUSH - UNCONTROLLED - PILOT IN COMMAND
  4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - FENCE
- 

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

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. - 1388      6/13/87      COOKSON,OK      A/C Reg. No. N3063V      Time (Lcl) - 0910 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 91	IN FLIGHT	Pass	0	0	0
Accident Occurred During -STANDING					1

-----Aircraft Information-----

Make/Model - BEECH 35	Eng Make/Model - CONTINENTAL E-185-8	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 196 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	COOKSON,OK	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	OKLAHOMA CITY,OK	TENKILLE LAKE
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2600/ 50
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 197
SE LAND	Months Since - 12	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 7
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKEOFF SMOKE WAS SMELLED AND THEN OBSERVED IN THE COCKPIT. THE PILOT BELEIVED THAT THE SMOKE SOURCE WAS ELECTRICAL AND TURNED OFF THE MASTER SWITCH. JUST BEFORE TOUCHDOWN FLAMES BEGAN BURNING THE PILOTS LEFT LEG. THE AIRCRAFT WAS STOPPED ON THE RUNWAY AND THE PILOT AND PAX DEPLANED. THE AIRCRAFT WAS THEN DESTROYED BY FIRE. THE ENGINE OIL PUMP ATTACH BOLTS WERE FOUND TO BE LOOSE AND ALLOWING OIL TO DRIP ONTO THE HOT MUFFLER, WHICH IGNITED. FLAMES ENTERED THE COCKPIT THROUGH THE HOT AIR DUCT.



Brief of Accident (Continued)

File No. - 1388

6/13/87

COOKSON,OK

A/C Reg. No. N3063V

Time (Lcl) - 0910 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation   CLIMB - TO CRUISE

Finding(s)

1. LUBRICATING SYSTEM,OIL PRESSURE PUMP - UNDERTORQUED
  2. LUBRICATING SYSTEM,OIL PRESSURE PUMP - LEAK
  3. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
  4. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - OTHER MAINTENANCE PSNL
- 

Occurrence #2        FORCED LANDING  
Phase of Operation   DESCENT - EMERGENCY

-----

Occurrence #3        FIRE  
Phase of Operation   LANDING - ROLL

Finding(s)

5. AIRPORT FIRE/RESCUE SERVICE - UNAVAILABLE
- 

-----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. - 1231      9/14/87      JOHN DAY,OR      A/C Reg. No. N1394V      Time (Lcl) - 1330 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	1	0
Accident Occurred During -TAKEOFF			0	0	1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-18	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 135 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SALEM,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - 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 - 30	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 550
SE LAND,ME LAND,SE SEA	Months Since - UNK/NR	Make/Model- 110
	Aircraft Type - UNK/NR	Instrument- 26
		Multi-Eng - 30
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

PLT DEPARTED HAY FIELD IN HI DENSITY ALT CONDS. THE PILOT WAS UNABLE TO CLEAR TREES AND STALLED/MUSHED INTO TERRAIN, COLLAPSING GEAR AND COLLIDING WITH TREES.

Brief of Accident (Continued)

File No. - 1231

9/14/87

JOHN DAY,OR

A/C Reg. No. N1394V

Time (Lc1) - 1330 PDT

-----  
Occurrence #1           IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation     TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
  2. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
  3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  4. STALL/MUSH
- 

Occurrence #2           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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1280      2/05/87      MARIENVILLE,PA      A/C Reg. No. CGCGP      Time (Lc1) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL  
Fire      NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	1	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-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      - FSS  
Method      - TELEPHONE  
Completeness      - UNK/NR  
Basic Weather      - VMC  
Wind Dir/Speed- 280/013 KTS  
Visibility      - 15.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
BRAMPTON,CA  
Destination  
ELKINS,WV

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance      - IFR  
Type Apch/Lndg      - STRAIGHT-IN  
FORCED LANDING

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident      - N/A  
Runway Lth/Wid      - N/A  
Runway Surface      - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND,SE SEA

Age - 27  
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	- 1108	Last 24 Hrs	- 0
Make/Model-	304	Last 30 Days-	UNK/NR
Instrument-	237	Last 90 Days-	105
Multi-Eng	- 240		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 172 EXPERIENCED A TOTAL LOSS OF POWER WHILE CRUISING AT 4000 FT ON AN IFR FLIGHT PLAN. THE PILOT MADE A LANDING ON A ROAD AND CLIPPED A ROAD SIGN AFTER TOUCHDOWN, THE AIRCRAFT SWERVED INTO A DITCH AND RECEIVED SUBSTANTIAL DAMAGE. THE TWO OCCUPANTS WERE NOT INJURED. EXAMINATION OF THE AIRCRAFT ENGINE SHOWED EXTENSIVE METAL CONTAMINATION AND A FAILED CONNECTING ROD ON THE NUMBER 4 CYLINDER. IN ADDITION THE CAMSHAFT AND LIFTERS SHOWED EXTENSIVE WEAR.

Brief of Accident (Continued)

File No. - 1280

2/05/87

MARIENVILLE, PA

A/C Reg. No. CGCGP

Time (Lc1) - 1030 EST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, CAMSHAFT - WORN
2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
3. FLUID, OIL - CONTAMINATION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

4. LIGHT CONDITION - DAYLIGHT
5. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1236      2/06/87      BEAVER FALLS, PA      A/C Reg. No. N6539E      Time (Lcl) - 1030 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - 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	BEAVER CO.
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling -	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 55
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 11
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED A TURN WHILE TAXIING AND ADDED POWER TO TAXI OVER SOFT GROUND. THE PILOT DID NOT REALIZE THE CLOSE PROXIMITY OF AIRCRAFT WING TIP TO THE HANGER. THE EDGE OF THE RIGHT WING CAUGHT A PART OF THE HANGER AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1236

2/06/87

BEAVER FALLS, PA

A/C Reg. No. N6539E

Time (Lc1) - 1030 EST

-----  
Occurrence #1        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAXI - FROM LANDING

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
  2. CLEARANCE - MISJUDGED - PILOT IN COMMAND
  3. TERRAIN CONDITION - SOFT
  4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Brief of Accident

File No. - 1238

2/07/87

DOWNTOWN, PA

A/C Reg. No. N66270

Time (Lcl) - 0910 EST

-----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 150C  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1600  
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 100 HP

ELT Installed/Activated - 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 - 300/010 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - UNK/NR  
Obstructions to Vision - NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
DOWNTOWN, PA  
Destination  
LOCAL

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A  
Runway Lth/Wid - N/A  
Runway Surface - N/A  
Runway Status - SNOW - COMPACTED

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)  
STUDENT

Age - 29  
Biennial Flight Review  
Current - N/A  
Months Since - N/A  
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	-	59	Last 24 Hrs	-	0
Make/Model	-	59	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	2

Instrument Rating(s) - NONE

-----Narrative-----

A PRECAUTIONARY LANDING WAS MADE IN A SNOW COVERED LEVEL FIELD DUE TO A LOSS OF POWER FOR UNKNOWN REASONS. THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.



Brief of Accident (Continued)

File No. - 1238

2/07/87

DOWNTOWN, PA

A/C Reg. No. N66270

Time (Lc1) - 0910 EST

Occurrence #1      LOSS OF POWER  
Phase of Operation      CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2      FORCED LANDING  
Phase of Operation      LANDING

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SNOW COVERED
3. TERRAIN CONDITION - NONE SUITABLE

---Probable Cause---

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1239      2/22/87      PORT MATILDA,PA      A/C Reg. No. N757BQ      Time (Lcl) - 1730 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 152C	Eng Make/Model - LYCOMING O-235	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	STATE COLLEGE,PA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3800 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE		
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)
PRIVATE	Current - YES	Total - 108
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - C-152	Make/Model- UNK/NR
		Instrument- 0
		Last 30 Days- 1
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE UNIVERSITY STUDENT DEPARTED THE UNIVERSITY AIR PARK AIRPORT IN STATE COLLEGE, PA ON A LOCAL FLIGHT IN VFR WEATHER CONDITIONS. THE AIRCRAFT NOSED INTO THE GROUND IN AN APPROXIMATE 70 DEGREE DIVE ABOUT 10 MINUTES AFTER TAKEOFF. THE PILOT WAS ENGAGED IN LOW FLIGHT OVER HIS PARENTS RESIDENCE FOR THE PURPOSE OF MAKING AN "AIR DROP". EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY PRE-IMPACT FAILURES OR MALFUNCTIONS OF THE AIRCRAFT STRUCTURE, FLIGHT CONTROL SYSTEMS OR POWERPLANT.

Brief of Accident (Continued)

File No. - 1239

2/22/87

PORT MATILDA, PA

A/C Reg. No. N757BQ

Time (Lcl) - 1730 EST

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  3. LOW PASS - PERFORMED - PILOT IN COMMAND
  4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1392      4/12/87      POTTSTOWN,PA      A/C Reg. No. N85570      Time (Lcl) - 0330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation            - FERRY	Fire                                NONE	Crew                                0	Fatal                                0	Serious                                0	Minor                                1
Flight Conducted Under       - 14 CFR 91	Pass                                0				None                                0
Accident Occurred During    - DESCENT					1

-----Aircraft Information-----

Make/Model    - ROBINSON R22	Eng Make/Model - LYCOMING O-320-B2C	ELT Installed/Activated - NO -N/A
Landing Gear   - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt   - 2400	Engine Type    - RECIPROCATING-CARBURETOR	
No. of Seats    - 2	Rated Power    - 124 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      - 15.0    SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling   - NONE</p> <p>Obstructions to Vision- GROUND FOG</p> <p>Precipitation    - NONE</p> <p>Condition of Light   - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MANASSAS,VA</p> <p>Destination POTTSTOWN,PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance   - VFR</p> <p>Type Apch/Lndg      - STRAIGHT-IN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data LIMERICK</p> <p>Runway Ident        - 28</p> <p>Runway Lth/Wid     - 3421/    58</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>HELICOPTER</p>	<p>Age - 32</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                - 220</p> <p>Make/Model-        84</p> <p>Instrument-         3</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 38</p> <p>Rotorcraft - 84</p>
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Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING APPROACH TO RUNWAY 28, GROUND FOG WAS ENCOUNTERED AND THE PILOT OVERSHOT HIS INTENDED TOUCHDOWN POINT. THE PILOT STATED THAT HE SLOWED THE AIRSPEED TO ZERO MPH AND THE ACFT STARTED TO SHAKE AND FALL EVEN THOUGH THE MOTOR AND ROTOR WERE AT 100% RPM. THE HELICOPTER WAS BETWEEN 5 AND 8 FEET ABOVE THE GROUND WHEN IT FELL VERTICALLY RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1392

4/12/87

POTTSTOWN, PA

A/C Reg. No. N85570

Time (Lcl) - 0330 EST

-----  
Occurrence #1            LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - FOG
  2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
  3. IMPROPER USE OF PROCEDURE, 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) 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. - 1391      4/19/87      LEHIGHTON, PA      A/C Reg. No. N43758      Time (Lcl) - 1500 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -TAKEOFF

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - PIPER PA-28R-201  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 2150  
No. of Seats      - 4

Eng Make/Model      - LYCOMING IO-360-C1C6  
Number Engines      - 1  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 200 HP

ELT Installed/Activated - YES/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      - 090/010 KTS  
Visibility      - 20.0 SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - UNK/NR  
Obstructions to Vision      - NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan      - NONE  
Type of Clearance      - VFR  
Type Apch/Lndg      - NONE

Airport Proximity  
ON AIRPORT

Airport Data

NEEB (PRIVATE)  
Runway Ident      - 09  
Runway Lth/Wid      - 2030 -UNK/NR  
Runway Surface      - GRASS/TURF  
Runway Status      - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 58

Biennial Flight Review

Current      - UNK/NR  
Months Since      - 0  
Aircraft Type      - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 533	Last 24 Hrs	- 1
Make/Model	- 13	Last 30 Days	- UNK/NR
Instrument	- 0	Last 90 Days	- 1

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ROLL, THE FLIGHT ENCOUNTERED A WIND GUST AND THE PLT ABORTED THE TAKEOFF AT ABOUT 1500 FEET FROM THE TAKEOFF POINT. THE ACFT CONTINUED TO SLIDE OFF THE END OF THE RUNWAY, DOWN A SLOPE AND ACROSS A ROAD IMPACTING TWO TREES.

Brief of Accident (Continued)

File No. - 1391

4/19/87

LEHIGHTON, PA

A/C Reg. No. N43758

Time (Lc1) - 1500 EDT

-----  
Occurrence #1        OVERRUN  
Phase of Operation   TAKEOFF

Finding(s)

1. WEATHER CONDITION - GUSTS
  2.    COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
  3. ABORT - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        ON GROUND COLLISION WITH OBJECT  
Phase of Operation   TAKEOFF

Finding(s)

4. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1390      4/20/87      BETHEL, PA      A/C Reg. No. N59321      Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
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 -HOVER						

-----Aircraft Information-----

Make/Model - BELL 47G	Eng Make/Model - LYCOMING TVO-435-81A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - UNK/NR	
No. of Seats - 3	Rated Power - 270 HP	

-----Environment/Operations Information-----

<b>Weather Data</b>	<b>Itinerary</b>	<b>Airport Proximity</b>
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BETHEL, PA	ON AIRPORT
Method - N/A	Destination SAME AS ACC/INC	<b>Airport Data</b>
Completeness - N/A	ATC/Airspace	GRIMES
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 11
Wind Dir/Speed- 130/007 KTS	Type of Clearance - VFR	Runway Lth/Wid - 2860/ 180
Visibility - 15.0 SM	Type Apch/Lndg - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - UNK/NR		
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)
COMMERCIAL,CFI	Current - YES	Total - 1080
SE LAND,SE SEA	Months Since - 6	Make/Model- 610
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 30
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 235
		Rotorcraft - 750

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE HELICOPTER AND AS THE INSTRUCTOR PILOT ATTEMPTED TO REGAIN CONTROL, THE MAIN ROTOR BLADES STRUCK THE GROUND CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.



Brief of Accident (Continued)

File No. - 1390

4/20/87

BETHEL, PA

A/C Reg. No. N59321

Time (Lc1) - 1930 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
  2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED  
-----

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1308      3/13/87      BLOCK ISLAND, RI      A/C Reg. No. N6434A      Time (Lcl) - 1144 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation            -BUSINESS  
Flight Conducted Under       -14 CFR 91  
Accident Occurred During    -DESCENT

Aircraft Damage  
DESTROYED  
Fire                        NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model        - CESSNA P210R  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 4100  
No. of Seats       - 6

Eng Make/Model - CONTINENTAL TS10-520  
Number Engines - 1  
Engine Type     - RECIP-FUEL INJECTED  
Rated Power     - 325 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing        - FSS  
Method            - TELEPHONE  
Completeness      - FULL  
Basic Weather     - IMC  
Wind Dir/Speed-   UNK/NR  
Visibility         - 1.000 SM  
Lowest Sky/Clouds - PART OBS  
Lowest Ceiling    - 700 FT BROKEN  
Obstructions to Vision- FOG  
Precipitation     - SNOW  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
HYANNIS, MA  
Destination  
NEW BERN, NC

ATC/Airspace

Type of Flight Plan - IFR  
Type of Clearance   - IFR  
Type Apch/Lndg      - NONE

Airport Proximity  
OFF AIRPORT/STRIP

Airport Data

Runway Ident       - N/A  
Runway Lth/Wid    - N/A  
Runway Surface     - N/A  
Runway Status      - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 59

Biennial Flight Review

Current            - YES  
Months Since      - 5  
Aircraft Type     - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 417	Last 24 Hrs	- UNK/NR
Make/Model-	30	Last 30 Days-	24
Instrument-	56	Last 90 Days-	60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DISAPPEARED FROM THE CONTROLLER'S SCOPE WHILE RECEIVING RADAR VECTORS. THE AIRCRAFT WAS MISSING UNTIL MARCH 20, 1987 WHEN FISHERMEN PULLED PART OF THE WRECKAGE OUT OF OCEAN WATERS NEAR BLOCK ISLAND, RI. THE ENGINE AND PROPELLER, ENGINE FIREWALL, ENTIRE EMPENNAGE AND OUTER WING AREAS WERE NOT RECOVERED. THE 59-YEAR-OLD PILOT WAS IN LEVEL CRUISE FLIGHT AT 16,000 FEET M.S.L. WHILE ON AN INSTRUMENT FLIGHT PLAN TO NEW BERN, NC IN THE PREVAILING INSTRUMENT METEOROLOGICAL CONDITIONS. WEATHER FORECASTS SHOWED THE FREEZING LEVEL TO BE ON OR NEAR THE SURFACE WITH LIGHT TO OCCASIONAL MODERATE RIME ICE BELOW 14,000 FEET M.S.L. THE PILOT HAD 417 FLIGHT HOURS INCLUDING 29 HOURS ACTUAL INSTRUMENT TIME. THE FAILURE TO RECOVER ALL OF THE WRECKAGE PRECLUDED THE SAFETY BOARD FROM MAKING A DETERMINATION AS TO WHETHER A FAILURE OR MALFUNCTION OF THE AIRCRAFT STRUCTURE, FLIGHT CONTROL SYSTEM, POWERPLANT OR OTHER COMPONENT WAS RELATED TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1308

3/13/87

BLOCK ISLAND, RI

A/C Reg. No. N6434A

Time (Lc1) - 1144 EST

-----  
Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      CRUISE - NORMAL

Finding(s)  
1. UNDETERMINED  
-----

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)  
2. TERRAIN CONDITION - WATER, ROUGH  
-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1378      6/30/87      NO.MYRTLE BEACH,SC      A/C Reg. No. N74815      Time (Lc1) - 1010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -BANNER TOW	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	0	0
Accident Occurred During -DESCENT		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18A-150	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 - 2070	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	N. MYRTLE BEACH,SC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GRAND STRAND
Wind Dir/Speed- 170/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 528
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS MANEUVERING AT 350 FT AGL IN PREPARATION FOR A BANNER PICK-UP WHEN IT ENTERED A SPIN AND SUBSEQUENTLY IMPACTED TREES AND THE TERRAIN. THE PLT STATED THAT HE "FAILED TO FLY THE AIRPLANE" WHILE ATTEMPTING TO DEPLOY A BANNER TOW LINE, AND THAT IT STALLED AND BEGAN TO SPIN. HE REPORTED THAT HE WAS ABLE TO STOP THE SPIN BUT WAS UNABLE TO ARREST THE DESCENT BEFORE THE AIRPLANE IMPACTED THE TREES AND THE TERRAIN. THE PLT REPORTEDLY HAD 38 HOURS TOTAL BANNER-TOWING EXPERIENCE. THE AIRPLANE OPERATOR REPORTED THAT THIS WAS TO BE THE PLT'S FIRST BANNER TOW WITH HIS OPERATION.

Brief of Accident (Continued)

File No. - 1378

6/30/87

NO. MYRTLE BEACH, SC

A/C Reg. No. N74815

Time (Lc1) - 1010 EDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
  2.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, DIVERTED ATTENTION - PILOT IN COMMAND
  3.        IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
  4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

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. - 1225      7/21/87      EDMUND, SC      A/C Reg. No. N45648      Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	1	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150M	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FALCON FIELD
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 108
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4378
SE LAND	Months Since - 6	Make/Model- 40
	Aircraft Type - C-150M	Instrument- 209
		Multi-Eng - 177
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT HE WAS HAVING THE PRE SOLO STUDENT MAKE A CROSSWIND LDG AFTER AN HOURS PRACTICE AT ANOTHER APT. THE STUDENT WAS USING THE SLIP METHOD TO CORRECT FOR THE CROSSWIND. TOUCHDOWN WAS WITH A SIDE LOAD ON THE GEAR AND THE ACFT BOUNCED. THE CFI STATED THAT HE CALLED FOR FULL PWR AND EITHER HE OR THE STUDENT APPLIED IT. HE CALLED FOR THE FLAPS TO BE RETRACTED TO 20 DEGREES AND NOTED THAT THE STUDENT HAD LEFT THE SWITCH UP. THE CFI SET SOME FLAPS AND THOUGHT THEY HAD CLRD THE TREES WHEN HE HEARD THE ACFT BRUSH LIMBS. THE ACFT SETTLED INTO THE TREES AND CAME TO A STOP UPSIDE DOWN.

Brief of Accident (Continued)

File No. - 1225

7/21/87

EDMUND, SC

A/C Reg. No. N45648

Time (Lcl) - 2030 EDT

-----  
Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - NOT CORRECTED - DUAL STUDENT
  2. RECOVERY FROM BOUNCED LANDING - ATTEMPTED - PILOT IN COMMAND(CFI)
- 

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation GO-AROUND (VFR)

Finding(s)

3. OBJECT - TREE(S)
  4. RAISING OF FLAPS - EXCESSIVE - DUAL STUDENT
  5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1399

4/11/87

COLEMAN, TX

A/C Reg. No. N90DW

Time (Lc1) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -DESCENT

Aircraft Damage  
DESTROYED  
Fire  
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - DAVIS PITTS S-1S  
Landing Gear - TAILWHEEL-ALL FIXED  
Max Gross Wt - 1112  
No. of Seats - 1

Eng Make/Model - LYCOMING IO-360-A1A  
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- 210/015 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

COLEMAN MUNICIPAL  
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)  
PRIVATE  
SE LAND

Age - 31  
Biennial Flight Review  
Current - YES  
Months Since - 17  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT  
Flight Time (Hours)  
Total - 640  
Last 24 Hrs - UNK/NR  
Make/Model- 200  
Last 30 Days- UNK/NR  
Instrument- 0  
Last 90 Days- UNK/NR  
Multi-eng - 0  
Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT HAD COMPLETED SEVERAL AEROBATIC MANEUVERS FOR AN AIR SHOW AND WAS IN THE PROCESS OF DOING A SERIES OF FIVE SNAP ROLLS AT AN ALTITUDE OF 200-300 FEET AGL WHEN THE ACCIDENT OCCURRED. WITNESSES OBSERVED THE NOSE OF THE ACFT TO DROP DURING THE THIRD SNAP ROLL AND CONTINUE TO DROP DURING THE FOURTH AND FIFTH ROLL. AFTER COMPLETION OF THE FIFTH ROLL THE NOSE WAS OBSERVED TO BE ALMOST STRAIGHT DOWN. THE ACFT WAS THEN OBSERVED TO START TO RECOVER BUT COLLIDED WITH THE GROUND DURING THE PULL OUT.



Brief of Accident (Continued)

File No. - 1399

4/11/87

COLEMAN, TX

A/C Reg. No. N90DW

Time (Lcl) - 1500 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
  2. DESCENT - INADVERTENT - PILOT IN COMMAND
  3.        IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND
  4. PULL-UP - DELAYED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    DESCENT - UNCONTROLLED

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1222      5/01/87      ARCOLA, TX      A/C Reg. No. N1346M      Time (Lcl) - 1800 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
					None
					1
					1

-----Aircraft Information-----

Make/Model      - BOEING E75N1	Eng Make/Model - CONTINENTAL 670-6A	ELT Installed/Activated - YES/YES
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      - 260 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	HOUSTON SOUTHWEST
Wind Dir/Speed- 170/009 KTS	ATC/Airspace	Runway Ident      - 10
Visibility      - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid      - 5000/ 100
Lowest Sky/Clouds      - 2300 FT SCATTERED	Type of Clearance      - NONE	Runway Surface      - ASPHALT
Lowest Ceiling      - 25000 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 - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 6700
SE LAND, ME LAND, SE SEA	Months Since      - 7	Make/Model- 1026
GLIDER	Aircraft Type - UNK/NR	Instrument- 750
		Multi-Eng - 925
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE AIRCRAFT SWERVED TO THE RIGHT. THE PILOT APPLIED THE LEFT BRAKE AND THE AIRCRAFT NOSED OVER INVERTED CAUSING SUBSTANTIAL DAMAGE. THE PILOT STATED THAT THE LEFT BRAKE LOCKED. THE REASON FOR THE BRAKE SEIZURE IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1222

5/01/87

ARCOLA, TX

A/C Reg. No. N1346M

Time (Lc1) - 1800 CDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - LOCKED
- 

Occurrence #2            NOSE OVER  
Phase of Operation      LANDING - ROLL

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1224      5/04/87      FT. WORTH, TX      A/C Reg. No. N5754A      Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -INSTRUCTIONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage

SUBSTANTIAL

Fire  
NONE

Crew  
Pass

Fatal  
0  
0

Injuries

Serious  
0  
0

Minor  
0  
0

None  
2  
0

-----Aircraft Information-----

Make/Model - BELL 206B  
Landing Gear - SKID  
Max Gross Wt - 3200  
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B  
Number Engines - 1  
Engine Type - TURBOSHAFT  
Rated Power - 420 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - COMPANY  
Method - TELEPHONE  
Completeness - WEATHER NOT PERTINENT  
Basic Weather - VMC  
Wind Dir/Speed- 190/008 KTS  
Visibility - 15.0 SM  
Lowest Sky/Clouds - CLEAR  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - SIMULATED FORCED LANDING

Airport Proximity  
ON AIRSTRIP

Airport Data

BELL TRAINING STRIP  
Runway Ident - UNK/NR  
Runway Lth/Wid - 1700/ 50  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
COMMERCIAL, ATP, CFI  
SE LAND, ME LAND  
HELICOPTER

Age - 38

Biennial Flight Review

Current - YES  
Months Since - 20  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 11056      Last 24 Hrs - 5  
Make/Model- 6000      Last 30 Days- UNK/NR  
Instrument- 55      Last 90 Days- 25  
Multi-Eng - 100      Rotorcraft - 10700

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE DEMONSTRATING A LOW LEVEL 180 DEGREE AUTOROTATION TO A RATED PILOT, THE CFI UNDERSHOT HIS INTENDED TOUCHDOWN POINT. IN AN ATTEMPT TO REACH HIS SELECTED TOUCHDOWN POINT, THE PILOT ALLOWED THE ROTOR RPM TO DECAY AND THE AIRCRAFT DEVELOPED A HIGH SINK RATE. THE PILOT THEN ATTEMPTED A POWER RECOVERY BUT WAS LATE WITH THE CORRECTIVE ACTION. THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE WHEN IT CONTACTED THE GROUND AND BOUNCED TWICE BEFORE COMING TO REST ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 1224

5/04/87

FT. WORTH, TX

A/C Reg. No. N5754A

Time (Lcl) - 1600 CDT

-----  
Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AUTOROTATION - SIMULATED - PILOT IN COMMAND(CFI)
  2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
  3. ROTOR RPM - INADEQUATE - PILOT IN COMMAND(CFI)
- 

Occurrence #2        ROLL OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, SKID ASSEMBLY - 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. - 1273

5/07/87

TERRELL, TX

A/C Reg. No. N1861W

Time (Lcl) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -STANDING

Fire  
ON GROUND

Crew  
Pass

-----Aircraft Information-----

Make/Model - BEECH V35-B  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3400  
No. of Seats - 5

Eng Make/Model - CONTINENTAL IO-520-BA  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 285 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- LIGHT AND VARIABLE  
Visibility - UNK/NR  
Lowest Sky/Clouds - 8000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DUSK

Itinerary

Last Departure Point  
TERRELL, TX  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

TERRELL MUN.  
Runway Ident - UNK/NR  
Runway Lth/Wid - UNK/NR  
Runway Surface - CONCRETE  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 61  
Biennial Flight Review  
Current - YES  
Months Since - 11  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 7603	Last 24 Hrs - UNK/NR
Make/Model- 1530	Last 30 Days- UNK/NR
Instrument- 309	Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ATTEMPTING TO START THE AIRCRAFT THE STARTER SOLENOID WIRING CAUGHT FIRE. THE HEAT FROM THE FIRE CAUSED AN OVERSTRESSED BRAKE LINE TO FALL, ALLOWING BRAKE FLUID TO DRAIN ONTO THE LIP OF THE NOSE GEAR DOOR. THE FIRE THEN BURNED THROUGH THE FLOOR OF THE COCKPIT DESTROYING THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1273

5/07/87

TERRELL, TX

A/C Reg. No. N1861W

Time (Lc1) - 2100 CDT

-----  
Occurrence #1        FIRE  
Phase of Operation    STANDING - STARTING ENGINE(S)

Finding(s)

1. ELECTRICAL SYSTEM, ELECTRIC WIRING - BURNED
2. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
3. FLUID, HYDRAULIC - LEAK

-----  
----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. - 1252

5/22/87

WESLACO, TX

A/C Reg. No. N5510S

Time (Lcl) - 0730 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Fire  
NONE

Crew  
Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT301

Eng Make/Model - P & W R1340-14B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 5000

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 550 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 013/008 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

EDCOUCH, TX

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 30

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - AT-301

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2620

Make/Model- 2098

Instrument- 11

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 84

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT THE ENG LOST PWR AND THE PLT MADE A FORCED LNDG. POST ACC DISASSEMBLY OF THE ACFT ENG REVEALED THE FAILURE OF AN IMPELLER BEARING WHICH RESULTED IN THE FAILURE OF THE ENG.



Brief of Accident (Continued)

File No. - 1252

5/22/87

WESLACO, TX

A/C Reg. No. N5510S

Time (Lc1) - 0730 CST

Occurrence #1      LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION  
Phase of Operation      MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, PARTIAL

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      MAIN GEAR COLLAPSED  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1389      6/06/87      BULVERDE, TX      A/C Reg. No. N1403R      Time (Lcl) - 0930 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	1	0	0
Crew				
Pass	0	0	1	0

Type of Operation - PERSONAL  
Flight Conducted Under - 14 CFR 91  
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN AA-1B  
Landing Gear - TRICYCLE-FIXED  
Max Gross Wt - 1560  
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-C2C  
Number Engines - 1  
Engine Type - RECIPROCATING-CARBURETOR  
Rated Power - 108 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/005 KTS  
Visibility - 10.0 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  
BULVERDE, TX  
Destination  
NEW BRAUNFELS, TX

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - NONE

Airport Proximity  
ON AIRPORT

Airport Data

BULVERDE AIRPARK  
Runway Ident - 16  
Runway Lth/Wid - 2850/ 42  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE  
SE LAND

Age - 62

Biennial Flight Review

Current - YES  
Months Since - 6  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 333	Last 24 Hrs	- 1
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 59
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED LIFTOFF TWO OR THREE TIMES BUT AFTER EACH TRY THE ACFT WOULD SETTLE BACK ONTO THE RWY. WHEN ABOUT 50 YARDS FROM THE END OF THE RWY, THE ACFT AGAIN LIFTED OFF THE GROUND AND CLIMBED TO ABOUT 15 FT. THE PLT STATED THAT THE STALL WARNING ACTIVATED AND HE IMMEDIATELY ABORTED THE TKOF. THE ACFT TOUCHED DOWN NEAR THE RWY END AND THE PLT INTENTIONALLY STEERED OFF THE RT SIDE OF THE RWY IN ORDER TO AVOID A STEEP DROP-OFF INTO A RIVER BED. EXAM OF THE ACFT AND ENGINE DID NOT REVEAL ANY PREIMPACT FAILURES OR MALFUNCTIONS. THE PLT STATED THAT HE DID NOT ASSURE THAT THE MAGNETO SWITCH WAS PROPERLY SEATED IN THE BOTH POSITION PRIOR TO TKOF AND AS A RESULT OF THIS THE ACFT WOULD NOT CLIMB PROPERLY. THE ACFT'S CERTIFICATED GROSS WEIGHT WAS EXCEEDED BY 12 POUNDS AT TKOF AND THE TKOF WAS ATTEMPTED WITH A 5 KNOT TAILWIND.

Brief of Accident (Continued)

File No. - 1389

6/06/87

BULVERDE, TX

A/C Reg. No. N1403R

Time (Lcl) - 0930 CDT

Occurrence #1      LOSS OF POWER(PARTIAL) - NON-MECHANICAL  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND
4. ABORTED TAKEOFF - INTENTIONAL - PILOT IN COMMAND

Occurrence #3      ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
6. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
7. OBJECT - FENCE
8. OBJECT - TREE(S)

Occurrence #4      COMPLETE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

9. LANDING GEAR, NOSE GEAR - OVERLOAD
10. 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) 5,6,7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1203

6/19/87

BARNHART, TX

A/C Reg. No. N69309

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -BUSINESS  
Flight Conducted Under -14 CFR 91  
Accident Occurred During -LANDING

Fire NONE  
Crew Pass

-----Aircraft Information-----

Make/Model - BEECH B36TC  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3600  
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-UB  
Number Engines - 1  
Engine Type - RECIP-FUEL INJECTED  
Rated Power - 300 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING  
Method - N/A  
Completeness - N/A  
Basic Weather - VMC  
Wind Dir/Speed- 180/015 KTS  
Visibility - 20.0 SM  
Lowest Sky/Clouds - 3000 FT SCATTERED  
Lowest Ceiling - NONE  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - NONE  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRSTRIP

Airport Data

LINTHICUM STRIP  
Runway Ident - 11  
Runway Lth/Wid - 4500/ 50  
Runway Surface - MACADAM  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 66  
Biennial Flight Review  
Current - YES  
Months Since - 15  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 1055	Last 24 Hrs -	2
Make/Model-	181	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	34

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING THE PILOT LOST CONTROL OF THE AIRCRAFT DUE TO A CROSSWIND. THE PILOT ATTEMPTED A GO-AROUND BUT CONTACTED BUSHES AND ROUGH TERRAIN CAUSING THE AIRCRAFT TO NOSE OVER.

Brief of Accident (Continued)

File No. - 1203

6/19/87

BARNHART, TX

A/C Reg. No. N69309

Time (Lc1) - 1000 CDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
  3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
  4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation    APPROACH - GO-AROUND (VFR)

-----

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) 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. - 1398      7/21/87      SANTA ROSA, TX      A/C Reg. No. N4407S      Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 137	ON GROUND	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - AIR TRACTOR, INC. AT301	Eng Make/Model - P & W R1340-AMI	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 550 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SANTA ROSA, TX	OFF AIRPORT/STRIP
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Visibility - 6.0 SM	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Sky/Clouds - 1500 FT SCATTERED	Type Apch/Lndg - NONE	
Lowest Ceiling - NONE		
Obstructions to Vision- HAZE		
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)
COMMERCIAL	Current - YES	Total - 9200
SE LAND, ME LAND	Months Since - 9	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1000
		Instrument- 300
		Multi-Eng - 1800
		Last 30 Days- UNK/NR
		Last 90 Days- 250
		Rotorcraft - UNK/NR

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PILOT WAS DUSTING A SUGAR CANE FIELD WHICH BORDERED A DIRT ROAD WITH PARALLEL ELECTRICAL TRANSMISSION LINES. THE PILOT HAD BEEN TERMINATING HIS SWATH RUNS BY FLYING UNDERNEATH THE ELECTRICAL WIRES AT THE EDGE OF THE FIELD. TO PREVENT BECOMING A HAZARD TO AN AUTOMOBILE ON THE ROAD, HE PLANNED TO TERMINATE THE SWATH RUN ON WHICH THE ACCIDENT OCCURRED BY PULLING UP AND FLYING OVER THE WIRES. HE DELAYED IN INITIATING THE PULL-UP AND AS A RESULT, IMPACTED THE UPPER (STATIC) WIRE OF THE POWER LINE. THE AIRCRAFT IMPACTED THE GROUND BEYOND THE ROADWAY IN ANOTHER SUGAR CANE FIELD.

Brief of Accident (Continued)

File No. - 1398

7/21/87

SANTA ROSA, TX

A/C Reg. No. N4407S

Time (Lcl) - 0845 CDT

-----  
Occurrence #1            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation       MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PULL-UP - DELAYED - PILOT IN COMMAND
  2. OBJECT - WIRE, STATIC
- 

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1202      7/26/87      HOUSTON, TX      A/C Reg. No. N6083H      Time (Lc1) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	2
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA28R-201	Eng Make/Model - LYCOMING IO-360-C1C6	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-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ANDRAU AIRPORT
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Ident - 16
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4750/ 50
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 455
SE LAND	Months Since - 13	Make/Model- 108
	Aircraft Type - UNK/NR	Instrument- 20
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, DURING TAKEOFF ROLL, AND AT THE POINT OF ROTATION THE NOSE GEAR FAILED, CAUSING THE AIRCRAFT TO DROP DOWN STRIKING THE RUNWAY WITH THE PROP. THE AIRCRAFT THEN BECAME AIRBORNE FOR APPROX. 15 SEC. THE PILOT LANDED THE AIRCRAFT ON AN ADJACENT RWY AND SLID INTO TWO OTHER PARKED AIRCRAFT CAUSING SUBSTANTIAL DAMAGE. AN FAA INSPECTOR AND AN INDEPENDENT A&P MECHANIC INSPECTED THE NOSE GEAR ASSEMBLY AND FOUND ONLY OVERLOAD FAILURE AND COULD NOT CONFIRM THE PILOT'S REPORT THAT THE NOSE GEAR RETRACTED DURING TAKEOFF.



Brief of Accident (Continued)

File No. - 1202

7/26/87

HOUSTON, TX

A/C Reg. No. N6083H

Time (Lcl) - 1030 CDT

-----  
Occurrence #1            NOSE GEAR COLLAPSED

Phase of Operation      TAKEOFF - GROUND RUN

1. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD  
-----

Occurrence #2            ON GROUND COLLISION WITH OBJECT

Phase of Operation      LANDING - ROLL

Finding(s)

2. 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1274      9/17/87      LUBBOCK, TX      A/C Reg. No. N5449G      Time (Lcl) - 0152 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE		0	1	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 340A	Eng Make/Model	- CONTINENTAL TS10-520-NB	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5990	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	,MX	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LUBBOCK, TX	LUBBOCK INT'L
Wind Dir/Speed	- 180/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- HIGH VEGETATION
Condition of Light	- NIGHT(DARK)		SOFT

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	Total	- 4000
ME LAND	Months Since	Make/Model	- UNK/NR
	Aircraft Type	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DID NOT DECLARE AN EMERGENCY OR MENTION TO THE TOWER CONTROLLER THAT HIS FUEL WAS LOW. HE WAS FIRST TOLD TO ENTER RIGHT TRAFFIC FOR RUNWAY 17R BUT WAS SUBSEQUENTLY TOLD TO ENTER RIGHT TRAFFIC FOR RUNWAY 26. (THIS WAS TO ALLOW A DEA AIRCRAFT, AT ITS PILOT'S REQUEST, TO LAND BEFORE THE CESSNA 340A AIRCRAFT. DEA AIRCRAFT REPORTEDLY HAD BEEN TRAILING THE CESSNA SINCE IT CROSSED THE BORDER FROM MEXICO INTO THE UNITED STATES). SHORTLY AFTERWARDS THE CESSNA PILOT INFORMED THE LUBBOCK CONTROL TOWER THAT HE WAS LANDING ON RUNWAY 17. THE AIRCRAFT EXPERIENCED FUEL EXHAUSTION AND IMPACTED IN A COTTON FIELD ABOUT TWO MILES NORTHEAST OF THE AIRPORT BEFORE THE LANDING COULD BE ACCOMPLISHED. A POST ACCIDENT EXAMINATION REPORTEDLY REVEALED THAT ILLEGAL CARGO WAS ABOARD THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1274

9/17/87

LUBBOCK, TX

A/C Reg. No. N5449G

Time (Lc1) - 0152 CDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      MANEUVERING

Finding(s)

1. ALL ENGINES -
2. FLUID, FUEL - EXHAUSTION
3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - CROP
6. LIGHT CONDITION - DARK NIGHT

-----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) 5,6

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1201

9/25/87

ADDISON, TX

A/C Reg. No. N63156

Time (Lcl) - 1354 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire

Crew

0

1

0

0

Accident Occurred During -LANDING

NONE

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 150M

Eng Make/Model - CONTINENTAL O-200-A

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 1600

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 2

Rated Power - 100 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/006 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

PARIS, TX

Destination

ADDISON, TX

Airport Proximity  
ON AIRPORT

Airport Data

ADDISON

Runway Ident - 15

Runway Lth/Wid - 7199/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 26

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 - 28 Last 24 Hrs - 3

Make/Model- 8 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT BECAME TOO SLOW WHILE ON FINAL APPROACH, STARTED MUSHING, AND DRIFTED LEFT. FULL ENGINE POWER WAS APPLIED ACCOMPANIED BY NOSE UP ELEVATOR TRIM. THE AIRCRAFT BOUNCED THEN CLIMBED ABOUT 30 FEET WHILE ATTAINING A STEEP NOSE UP ATTITUDE AND STALLED. AS THE AIRCRAFT DESCENDED, ITS NOSE AND LEFT WING TIP CONTACTED THE SURFACE AND IT FLIPPED OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1201

9/25/87

ADDISON, TX

A/C Reg. No. N63156

Time (Lcl) - 1354 CDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. GO-AROUND - NOT ATTAINED - PILOT IN COMMAND
4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2      IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation      DESCENT - UNCONTROLLED

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4,5

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1374      10/30/87      EDCOUCH, TX      A/C Reg. No. N45691      Time (Lcl) - 1015 CST

-----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      - GRUMMAN SCHWEIZER G-164A	Eng Make/Model      - P&W R-1340-AN1	ELT Installed/Activated      - NO	-N/A
Landing Gear      - TAILWHEEL-ALL FIXED	Number Engines      - 1	Stall Warning System      - YES	
Max Gross Wt      - 4500	Engine Type      - RECIPROCATING-CARBURETOR		
No. of Seats      - 1	Rated Power      - 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing      - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method      - N/A	SAME AS ACC/INC	
Completeness      - N/A	Destination	Airport Data
Basic Weather      - VMC	LOCAL	
Wind Dir/Speed      - 110/010 KTS	ATC/Airspace	Runway Ident      - N/A
Visibility      - 15.0 SM	Type of Flight Plan      - NONE	Runway Lth/Wid      - N/A
Lowest Sky/Clouds      - CLEAR	Type of Clearance      - NONE	Runway Surface      - N/A
Lowest Ceiling      - NONE	Type Apch/Lndg      - FORCED LANDING	Runway Status      - SOFT
Obstructions to Vision      - NONE		
Precipitation      - NONE		
Condition of Light      - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age      - 54	Medical Certificate      - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current      - YES	Total      - 18000
SE LAND, ME LAND	Months Since      - 17	Make/Model      - 6000
	Aircraft Type      - C-190	Instrument      - UNK/NR
		Multi-Eng      - 500
		Last 24 Hrs      - UNK/NR
		Last 30 Days      - UNK/NR
		Last 90 Days      - UNK/NR
		Rotorcraft      - UNK/NR

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER A NORMAL TAKEOFF AND CLIMB TO 200 FEET AGL THE PILOT REDUCED POWER AND THE ENGINE QUIT. A FORCED LANDING WAS MADE INTO A DRY BUT SOFT PLOWED FIELD. THE AIRCRAFT ROLLED 300 FEET AND THEN NOSED OVER INTO AN INVERTED ATTITUDE AND STOPPED. THE ENGINE WAS SUBSEQUENTLY REMOVED AND PLACED ON A TEST STAND WHERE AN ENGINE RUN WAS CONDUCTED. NO DISCREPANCIES WERE NOTED. THE REASON FOR ITS PREVIOUS STOPPAGE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1374

10/30/87

EDCOUCH, TX

A/C Reg. No. N45691

Time (Lcl) - 1015 CST

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

Finding(s)  
2. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

Occurrence #3      NOSE OVER  
Phase of Operation      LANDING - ROLL

Finding(s)  
3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1246      6/16/87      MONUMENT VALLEY,UT      A/C Reg. No. N2398D      Time (Lcl) - 0730 MDT

-----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
Accident Occurred During	-LANDING			0	0	0
						None
						1
						1

-----Aircraft Information-----

Make/Model	- CESSNA 170B	Eng Make/Model	- CONTINENTAL C145	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	KEYENTA,AZ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BLANDING,UT		Runway Ident	- N/A
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 3040	Last 24 Hrs - 4
SE LAND,SE SEA	Months Since - 7	Make/Model- 701	Last 30 Days- UNK/NR
	Aircraft Type - C-170B	Instrument- 5	Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT LANDED TO TAKE PICTURES IN MONUMENT VALLEY OFF DESIGNATED ARPT. ON TAKEOFF THE PLT REPORTED THAT THE ACFT COULD NOT MAINTAIN SUFFICIENT ALTITUDE AND THAT HE HAD TO MAKE A FORCED LANDING. THE PLT DID NOT REPORT ANY MECHANICAL FAILURE OR MALFUNCTION.



Brief of Accident (Continued)

File No. - 1246

6/16/87

MONUMENT VALLEY,UT

A/C Reg. No. N2398D

Time (Lc1) - 0730 MDT

Occurrence #1      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
2. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
3. UNSUITABLE TERRAIN - SELECTED - 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 - 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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1271      7/03/87      OGDEN,UT      A/C Reg. No. N60154      Time (Lcl) - 1200 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -LANDING

Aircraft Damage  
SUBSTANTIAL

Fire  
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model      - CESSNA 150-J  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1600  
No. of Seats      - 2

Eng Make/Model      - CONTINENTAL O-200-A  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 100 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC  
Wind Dir/Speed- CALM  
Visibility      - 25.0      SM  
Lowest Sky/Clouds      - CLEAR  
Lowest Ceiling      - NONE  
Obstructions to Vision- NONE  
Precipitation      - NONE  
Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point  
AFTON,WY  
Destination  
OGDEN,UT

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 - 32  
Biennial Flight Review  
Current      - YES  
Months Since      - 8  
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 192	Last 24 Hrs	- UNK/NR
Make/Model-	192	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND HIS SON WERE RETURNING HOME TO OGDEN. THE PLT REPORTED TO OGDEN TOWER, "I'M OUT OF FUEL." THE PLT LATER STATED, "I LANDED IN A FIELD OF TWO FOOT TALL GRASS ABOUT FIVE MILES NORTH OF OGDEN ARPT. PRIOR TO COMING TO A STOP THE ACFT STRUCK A DITCH OBSCURED BY THE TALL GRASS. THE DITCH FLIPPED THE ACFT OVER ON ITS BACK."

Brief of Accident (Continued)

File No. - 1271

7/03/87

OGDEN,UT

A/C Reg. No. N60154

Time (Lcl) - 1200 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation DESCENT - NORMAL

1. FLUID,FUEL - EXHAUSTION

2. FUEL CONSUMPTION CALCULATIONS - MISJUDGED - PILOT IN COMMAND

3. 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)

4. TERRAIN CONDITION - HIGH VEGETATION

5. TERRAIN CONDITION - DITCH

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) 1,2,3

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. - 1269

7/06/87

KANAB,UT

A/C Reg. No. N18444

Time (Lcl) - 1045 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -EXECUTIVE/CORPORATE

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

ON GROUND

Pass

0

0

0

0

Accident Occurred During -TAKEOFF

-----Aircraft Information-----

Make/Model - BEECH B-60

Eng Make/Model - LYCOMING TIO-541-E1C4

ELT Installed/Activated - YES/YES

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 6775

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 380 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 190/010 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SCOTTSDALE,AZ

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

KANAB MUNI

Runway Ident - 19

Runway Lth/Wid - 6200/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 45

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - B-60

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 3408

Last 24 Hrs - 3

Make/Model- 500

Last 30 Days- UNK/NR

Instrument- 644

Last 90 Days- 146

Multi-Eng - 1443

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL CORPORATE PLT HAD DEPLANED HIS PASSENGERS AND WAS BEGINNING THE SECOND LEG OF A CORP/EXEC FLIGHT. DURING GROUND RUN THE PLT DETECTED A MANIFOLD PRESSURE LOSS ON THE LEFT ENGINE. THE PLT ABORTED THE TAKEOFF AND APPLIED HEAVY BRAKING. THE AIRCRAFT OVERRAN THE RNWY, CROSSED DRY DRAINAGE DITCH AND WENT THROUGH THE AIRPORT BOUNDARY FENCE. THE NOSE GEAR COLLAPSED IN SOFT SAND AND THE PROPELLERS CONTACTED THE TERRAIN. A POST CRASH FIRE IN THE LEFT MAIN BRAKE WAS EXTINGUISHED BY THE PLT. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT THE LEFT ENGINE EXHAUST SYSTEM HAD SEPARATED FROM THE TURBOCHARGER INLET DURING ACCELERATION.

Brief of Accident (Continued)

File No. - 1269

7/06/87

KANAB,UT

A/C Reg. No. N18444

Time (Lcl) - 1045 MDT

Occurrence #1      LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. 1 ENGINE -
2. EXHAUST SYSTEM,MANIFOLD - SEPARATION
3. ABORTED TAKEOFF - PERFORMED - PILOT IN COMMAND
4. EXHAUST SYSTEM,TURBOCHARGER - OUTPUT LOW

Occurrence #2      OVERRUN  
Phase of Operation      TAKEOFF - ABORTED

Occurrence #3      NOSE GEAR COLLAPSED  
Phase of Operation      TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - SOFT
7. LANDING GEAR,NOSE GEAR - OVERLOAD
8. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

Occurrence #4      FIRE  
Phase of Operation      STANDING

Finding(s)

9. LANDING GEAR,NORMAL BRAKE SYSTEM - OVERTEMPERATURE

-----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) 3,5,6



Brief of Accident (Continued)

File No. - 1336

7/08/87

BOUNTIFUL,UT

A/C Reg. No. N8362H

Time (Lcl) - 1925 MDT

-----  
Occurrence #1            LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
  2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
  3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
- 

Occurrence #2            ON GROUND COLLISION WITH OBJECT  
Phase of Operation      LANDING - ROLL

Finding(s)

4. OBJECT - FENCE POST
- 

-----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. - 1339      8/14/87      OGDEN,UT      A/C Reg. No. N2909T      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 -CRUISE

Aircraft Damage  
SUBSTANTIAL

Fire  
ON GROUND

Crew  
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL (MEYERS) 200D  
Landing Gear - TRICYCLE-RETRACTABLE  
Max Gross Wt - 3000  
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-A  
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- 030/006 KTS  
Visibility - 40.0 SM  
Lowest Sky/Clouds - 12000 FT  
Lowest Ceiling - 12000 FT BROKEN  
Obstructions to Vision- NONE  
Precipitation - NONE  
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point  
SALT LAKE CITY,UT  
Destination  
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE  
Type of Clearance - VFR  
Type Apch/Lndg - FULL STOP

Airport Proximity  
ON AIRPORT

Airport Data

OGDEN MUNIC.  
Runway Ident - 34  
Runway Lth/Wid - 5352/ 200  
Runway Surface - ASPHALT  
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL,CFI  
SE LAND,ME LAND

Age - 76  
Biennial Flight Review  
Current - YES  
Months Since - 18  
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3340	Last 24 Hrs - 1
Make/Model- 12	Last 30 Days- UNK/NR
Instrument- 682	Last 90 Days- 6
Multi-Eng - 22	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT HE WAS ON A FERRY FLIGHT TO OGDEN, UT AND EXPERIENCED SMOKE IN THE COCKPIT SHORTLY AFTER DEPRT. THE PILOT EXECUTED A STRAIGHT IN VISUAL APPROACH TO RUNWAY 34 AND BEFORE HE WAS ABLE TO STOP THE AIRCRAFT A FIRE ERUPTED. THE AIRCRAFT WAS PARTIALLY CONSUMED BY THE FIRE AND THE PILOT ESCAPED WITHOUT INJURY. THE ACFT LANDING GEAR WAS SECURED IN THE DOWN AND LOCKED POSITION FOR THE FLIGHT. THE ORIGIN OF THE FIRE WAS NOT DETERMINED.



Brief of Accident (Continued)

File No. - 1339

8/14/87

OGDEN,UT

A/C Reg. No. N2909T

Time (Lcl) - 1430 MDT

Occurrence #1 FIRE/EXPLOSION  
Phase of Operation CRUISE

Finding(s)

1. ELECTRICAL SYSTEM - FIRE
2. UNDETERMINED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1244      9/04/87      CEDAR CITY,UT      A/C Reg. No. N3541D      Time (Lcl) - 1528 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 1	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	1	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CEDAR CITY,UT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PAGE,AZ	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 16000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
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 - 1230
SE LAND	Months Since - 12	Last 24 Hrs - 6
	Aircraft Type - C-170	Make/Model- 1230
		Instrument- 0
		Last 30 Days- 6
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A X-COUNTRY FLT THE PLT FLEW INTO A CANYON WHERE TURBULENCE WAS ENCOUNTERED. THE PLT STATED THAT HE WAS UNABLE TO MAINTAIN ALT AND DURING THE DESCENT THE ACFT COLLIDED WITH THE TERRAIN IN A SMALL SIDE CANYON.

Brief of Accident (Continued)

File No. - 1244

9/04/87

CEDAR CITY,UT

A/C Reg. No. N3541D

Time (Lcl) - 1528 MDT

-----  
Occurrence #1            IN FLIGHT ENCOUNTER WITH WEATHER  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
  2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
  3. WEATHER CONDITION - DOWNDRAFT
  4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
  5. DESCENT - UNCONTROLLED - PILOT IN COMMAND
- 

Occurrence #2            IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

6. OBJECT - TREE(S)
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1267      9/10/87      OAKLEY,UT      A/C Reg. No. N1038X      Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - BELL 47-G3B2	Eng Make/Model - LYCOMING TVO-0435-G1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 280 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- 001 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1330
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 2
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- 60
		Multi-Eng - 35
		Last 30 Days- UNK/NR
		Last 90 Days- 125
		Rotorcraft - 645

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE PLT HAD JUST TAKEN OFF FROM A CONFINED AREA SURROUNDED ON TWO SIDES WITH ELECTRICAL POWER LINES. AS HE ATTEMPTED TO CLIMB, HE SAID HIS RPM BEGAN TO BLEED OFF. HE STATED THAT HE MADE A RIGHT PEDAL TURN TO AVOID THE WIRES BUT WAS UNABLE TO PREVENT A HARD LANDING WHICH RESULTED IN SUBSTANTIAL DAMAGE TO THE HELICOPTER. THE DENSITY ALT WAS 11,677 FT.

Brief of Accident (Continued)

File No. - 1267

9/10/87

OAKLEY,UT

A/C Reg. No. N1038X

Time (Lcl) - 0800 MDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
  2. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
- 

Occurrence #2        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

-----  
----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1213      9/18/87      CEDAR VALLEY,UT      A/C Reg. No. N84772      Time (Lcl) - 1515 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - EVANS VP-2	Eng Make/Model - CONTINENTAL A75	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - NO	Total - 4000
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS FLOWN BY TWO DIFFERENT PLTS WHO COMPLAINED OF STIFF AILERONS. THE AILERON SYSTEM WAS EXAMINED BUT NO DEFICIENCIES WERE NOTED. A THIRD PLT THEN TOOK OFF AND BEGAN A LT TURN AT ABOUT 75 TO 100 FT AGL. WHEN HE ATTEMPTED TO RETURN TO WINGS LEVEL HE WAS UNABLE TO ROLL TO THE RT. THE LT BANK THEN INCREASED AND THE ACFT COLLIDED WITH THE GROUND IN A LT WING LOW, NOSE LOW ATTITUDE AND CARTWHEELED. EXAMINATION OF THE INBOARD AILERON PULLEY BLOCK ON THE LT WING REVEALED THAT ADHESIVE USED TO AFFIX THE BLOCK TO THE SUPPORTING STRUCTURE HAD SEEPED DOWN TO THE OUTSIDE OF THE PULLEY AND FORMED A BOND BETWEEN THE PULLEY AND THE STRUCTURE. THE PULLEY ALSO HAD A GROOVE WORN IN THE PULLEY CHANNEL CONSISTENT WITH LACK OF PULLEY ROTATION.

Brief of Accident (Continued)

File No. - 1213

9/18/87

CEDAR VALLEY,UT

A/C Reg. No. N84772

Time (Lcl) - 1515 MDT

-----  
Occurrence #1           AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION  
Phase of Operation       TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - BINDING(MECHANICAL)
  2.   AILERON - IMPROPER - MANUFACTURER
  3. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
  4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
- 

Occurrence #2           LOSS OF CONTROL - IN FLIGHT  
Phase of Operation       DESCENT - UNCONTROLLED

-----

Occurrence #3           IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation       DESCENT - UNCONTROLLED

-----

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1265      9/26/87      BOUNTIFUL, UT      A/C Reg. No. N5692D      Time (Lcl) - 1145 MDT

-----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		0	1	0	0
Accident Occurred During	-DESCENT	NONE		0	0	1	0
		Crew					
		Pass					

-----Aircraft Information-----

Make/Model	- ENSTROM 280C	Eng Make/Model	- LYCOMING HIO-360-E1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 205 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	BOUNTIFUL, UT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 2000 FT 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 - 49	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - NO	Total - 350	Last 24 Hrs - 0
	Months Since - UNK/NR	Make/Model - 123	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR
			Rotorcraft - 323

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL LOW LEVEL PLEASURE FLT THE PLT FAILED TO SEE POWER LINES AND AN IN FLIGHT COLLISION WITH THE LINES OCCURRED SEVERING THE RIGHT SKID AND 90 DEGREE GEAR BOX FROM THE ACFT. A SEMI-AUTOROTATIVE CRASH OCCURRED ON THE BANK OF A IRRIGATION RESERVOIR.



Brief of Accident (Continued)

File No. - 1265

9/26/87

BOUNTIFUL,UT

A/C Reg. No. N5692D

Time (Lcl) - 1145 MDT

Occurrence #1        IN FLIGHT COLLISION WITH OBJECT  
Phase of Operation    CRUISE

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. LANDING GEAR,SKID ASSEMBLY - SEPARATION
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2        IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 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. - 1318      10/21/87      SALT LAKE CITY,UT      A/C Reg. No. N781A      Time (Lcl) - 2205 MDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - ALL CARGO	Aircraft Damage						
Name of Carrier	-MAJESTIC AIRLINES, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1	
Accident Occurred During	-LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model	- BEECH C45G	Eng Make/Model	- P&W R-985-14B	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-RETRACTABLE MAINS	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	POCATELLO,ID	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SALT LAKE CITY,UT	SALT LAKE CITY
Wind Dir/Speed- 140/006 KTS	ATC/Airspace	Runway Ident - 34R
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9596/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4395
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
	Aircraft Type - C45	Make/Model- 235
		Instrument- 480
		Last 30 Days- UNK/NR
		Last 90 Days- 128
		Multi-Eng - 2600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CONDUCTING THE LAST LANDING AT THE COMPLETION OF A REVENUE FREIGHT HAULING FLT THE ACFT DEPARTED THE SIDE OF THE RUNWAY SEPARATING THE LEFT MAIN LANDING GEAR AND DAMAGING THE LEFT WING AND NUMBER ONE ENGINE. THE PLT STATED THAT THE LANDING LIGHTS WOULD NOT WORK AND LEFT BRAKE DID NOT FUNCTION. POST-ACCIDENT EXAMINATION OF THE ACFT REVEALED NO DISCREPANCIES IN THESE AREAS. THE ACFT SUSTAINED SUBSTANTIAL DAMAGE. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 1318

10/21/87

SALT LAKE CITY,UT

A/C Reg. No. N781A

Time (Lcl) - 2205 MDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2      NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

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) 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. - 1397      8/17/87      DANVILLE,VA      A/C Reg. No. N11872      Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	1	1
Accident Occurred During - APPROACH		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SOUTH BOSTON,VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DANVILLE,VA	
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2442
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1030
		Instrument- 140
		Last 30 Days- UNK/NR
		Last 90 Days- 105
		Multi-Eng - 152

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED DURING AN INSTRUCTIONAL X-COUNTRY FLT FROM CHESAPEAKE, VA. TO SOUTH BOSTON, VA. TO ASHLAND, VA. WITH A RETURN TO CHESAPEAKE. PRIOR TO DEPARTURE, THE STUDENT PLT PERFORMED THE ACFT PREFLT AND INFORMED THE CFI THAT THE ACFT WAS TOPPED OFF. UPON ARRIVAL AT SOUTH BOSTON (THE PLANNED FUEL STOP) IT WAS DISCOVERED THAT NO FUEL WAS AVAILABLE DUE TO THE ABSENCE OF LINE PERSONNEL. THE CFI DETERMINED ENOUGH FUEL REMAINED TO FLY TO DANVILLE, VA. (25 NM AWAY) AND REFUEL THERE. FUEL EXHAUSTION OCCURRED APRX 4 MILES FROM DANVILLE. THE ACFT STALLED AT AN ALT OF APRX 30 FT AGL AS THE PLT ATTEMPTED TO CLEAR A ROW OF TREES DURING THE FORCED LANDING. POST ACCIDENT EXAM REVEALED 1 CUP OF FUEL REMAINED IN THE ACFT SYSTEM. INSPECTION OF REFUELING RECORDS SHOWED THE ACFT HAD BEEN FLOWN 1.5 HOURS SINCE IT HAD BEEN REFUELED PRIOR TO THIS FLT.

Brief of Accident (Continued)

File No. - 1397

8/17/87

DANVILLE,VA

A/C Reg. No. N11872

Time (Lcl) - 1930 EDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL  
Phase of Operation      CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND(CFI)
4. REFUELING - NOT PERFORMED -
5. FLUID,FUEL - EXHAUSTION

Occurrence #2      FORCED LANDING  
Phase of Operation      DESCENT - EMERGENCY

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3      LOSS OF CONTROL - IN FLIGHT  
Phase of Operation      APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
8. STALL - INADVERTENT - PILOT IN COMMAND(CFI)

Occurrence #4      IN FLIGHT COLLISION WITH TERRAIN/WATER  
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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 7,8

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1295      9/27/87      LYNCHBURG, VA      A/C Reg. No. N16182      Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage				
	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -PERSONAL	Fire	Crew	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					1

-----Aircraft Information-----

Make/Model - STINSON SR8B	Eng Make/Model - LYCOMING R-680-9	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 3700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 350 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ANNAPOLIS, MD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PULASKI, VA	FALWELL
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 28
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2900/ 24
Lowest Sky/Clouds - 2500 FT	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 2500 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 198
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model - 26
		Instrument - 3
		Last 30 Days - UNK/NR
		Last 90 Days - 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DIVERTED TO FALWELL AIRPORT DUE TO DETERIORATING WEATHER AND UNEVEN FUEL CONSUMPTION INDICATION BETWEEN THE LEFT AND RIGHT FUEL TANKS. DURING THE LANDING APPROACH FOR RUNWAY 28 THE PILOT NOTED THE UPSLOPE OF THE RUNWAY SURFACE. THE PILOT MISJUDGED HIS LANDING AND THE AIRCRAFT TOUCHED DOWN HARD BOUNCING APRX 8 FT BACK INTO THE AIR. THE PILOT THEN INITIATED A GO-AROUND WHICH HE SUBSEQUENTLY ABORTED DUE TO THE TERRAIN CONDITION. DURING THE SECOND LANDING THE PILOT INADVERTENTLY APPLIED THE RUDDER PEDAL HEEL BRAKES AND THE ACFT NOSED OVER ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1295

9/27/87

LYNCHBURG, VA

A/C Reg. No. N16182

Time (Lc1) - 1130 EDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - UPHILL
2. FLARE - MISJUDGED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

Occurrence #2        NOSE OVER  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1394      3/10/87      BURLINGTON,VT      A/C Reg. No. N780AL      Time (Lcl) - 1210 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-US AIR	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	-TAXI			0	0	0	7
							97

-----Aircraft Information-----

Make/Model	- BOEING 727	Eng Make/Model	- P&W JT8D-17A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 134	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	BURLINGTON	
Wind Dir/Speed-		Runway Ident	- UNK/NR
Visibility	- UNK/NR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- CLEAR	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
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)	
ATP	Current	- UNK/NR	Total - 8150
ME LAND	Months Since	- UNK/NR	Make/Model- 5250
	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-----

IN PREPARATION FOR POWERING AWAY FROM THE GATE, ONE GROUNDMAN WAS STATIONED OFF THE LEFT NOSE OF THE ACFT AND ANOTHER WAS POSITIONED BY THE LEFT WING TIP. THE PLT ADVANCED THE THROTTLES AND INITIATED A RIGHT TURN. THE THROTTLES WERE BROUGHT BACK TO IDLE SHORTLY AFTER THE ACFT STARTED ROLLING TO PREVENT JET BLAST DAMAGE. ACCORDING TO THE CPT OF FLT 37, THE SECOND TIME HE LOOKED OUT THE WINDOW HE SAW A GROUNDMAN GIVING HIM A SIGNAL TO SLOW DOWN, HOWEVER, IT WAS TOO LATE TO AVOID HITTING THE JETWAY WITH THE LEFT WING TIP. INVESTIGATION REVEALED THAT THE JETWAY HAD BEEN IMPROPERLY POSITIONED MAKING IT IMPOSSIBLE FOR THE BOEING 727 TO CLEAR IT.



Brief of Accident (Continued)

File No. - 1394

3/10/87

BURLINGTON, VT

A/C Reg. No. N780AL

Time (Lcl) - 1210 EST

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Occurrence #1      ON GROUND COLLISION WITH OBJECT

Phase of Operation      TAXI - PUSHBACK/TOW

Finding(s)

1. EQUIPMENT, OTHER - CONFLICTING - GROUND PERSONNEL
  2. OBJECT - AIRPORT FACILITY
  3. PROPER ASSISTANCE - NOT PERFORMED - GROUND PERSONNEL
  4. UNSAFE/HAZARDOUS CONDITION WARNING - NOT ISSUED - GROUND PERSONNEL
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1221      5/09/87      OCEAN SHORES,WA      A/C Reg. No. N6296L      Time (Lcl) - 0900 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      - GRUMMAN AA1B  
Landing Gear      - TRICYCLE-FIXED  
Max Gross Wt      - 1500  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-360-A4K  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 180 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - UNK/NR  
Method      - UNK/NR  
Completeness      - UNK/NR  
Basic Weather      - VMC

Wind Dir/Speed- 360/005 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  
PUYALLUP,WA  
Destination  
OCEAN SHORES,WA

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      - GRASS/TURF  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command  
Certificate(s)/Rating(s)  
COMMERCIAL  
SE LAND

Age - 49  
Biennial Flight Review  
Current      - UNK/NR  
Months Since      - UNK/NR  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT  
Flight Time (Hours)

Total	- 497	Last 24 Hrs	- UNK/NR
Make/Model-	25	Last 30 Days-	UNK/NR
Instrument-	39	Last 90 Days-	7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT LANDED HIS ACFT ONTO A GOLF COURSE WHICH HAD BEEN THE PREVIOUS SITE FOR THE AIRPORT. THE AIRPORT HAD BEEN CLOSED SINCE DECEMBER 1985 AND RELOCATED CLOSE BY. THE PAVEMENT AT THE OLD AIRPORT HAD BEEN REPLACED BY SOD. DURING LANDING ROLL, THE AIRCRAFT STRUCK A DITCH.

Brief of Accident (Continued)

File No. - 1221

5/09/87

OCEAN SHORES, WA

A/C Reg. No. N6296L

Time (Lcl) - 0900 PDT

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Occurrence #1      ON GROUND COLLISION WITH TERRAIN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - DITCH
  2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
- 

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1350	6/03/87	VANCOUVER, WA	A/C Reg. No. N9606F	Time (Lcl) - 1615 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 2	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	0	0
Accident Occurred During -LANDING					

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-----Aircraft Information-----

Make/Model - HUGHES 269C	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1670	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 180 HP	

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-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VANCOUVER, WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PEARSON AIRPARK
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 26
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 60
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		

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-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL, CFI	Current - YES	Total - 356	Last 24 Hrs - 2	
SE LAND	Months Since - 4	Make/Model- 140	Last 30 Days- UNK/NR	
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 13	Last 90 Days- 50	
			Rotorcraft - 138	

Instrument Rating(s) - NONE

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-----Narrative-----

DURING A PRACTICE RUN-ON LANDING THE AIRCRAFT STARTED TO VIBRATE VIOLENTLY AND AN ALMOST SIMULTANEOUS FIRE OCCURRED. BOTH PILOTS AND AN EYEWITNESS STATED THAT THE RUN ON LANDING WAS VERY SMOOTH. BOTH PILOTS STATED THAT SOMETHING MECHANICAL LET LOOSE DURING THE LANDING. SINCE THE DESTRUCTION OF THE AIRCRAFT BY THE FIRE WAS SO SEVERE, EXAMINATION AND METALLURGICAL ANALYSIS WAS NOT CONCLUSIVE.

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Brief of Accident (Continued)

File No. - 1350

6/03/87

VANCOUVER,WA

A/C Reg. No. N9606F

Time (Lc1) - 1615 PDT

Occurrence #1 MISCELLANEOUS/OTHER  
Phase of Operation LANDING

Finding(s)  
1. ROTOR SYSTEM - VIBRATION  
2. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - ON GROUND  
Phase of Operation LANDING

Occurrence #3 FIRE/EXPLOSION  
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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1351      8/17/87      KETTLE FALLS,WA      A/C Reg. No. N9747B      Time (Lcl) - 1120 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	1	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - CESSNA 172RG	Eng Make/Model - LYCOMING O-360-F1A6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLVILLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 020/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4200 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 114
SE LAND	Months Since - 2	Make/Model- 34
	Aircraft Type - 172RG	Instrument- 2
		Multi-Eng - UNK/NR
		Last 24 Hrs - 0
		Last 30 Days- 16
		Last 90 Days- 64
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL PERSONAL FLIGHT, PLT ENTERED A CANYON INTO RISING TERRAIN, COLLIDING FIRST WITH A TREE AND THEN GROUND NEAR CREST. INVESTIGATION REVEALED THAT ACFT PROBABLY HAD PERFORMANCE TO CLEAR CREST HAD TREE NOT BEEN STRUCK. CIRCUMSTANCES INDICATE PLT MANEUVERED LEFT TOWARD A SADDLE AND PROBABLY LOST SIGHT OF THE TREE CLOSE TO THE LEFT WING. BOTH PLT AND PAX DO NOT RECALL CRASH SEQUENCE, HOWEVER A WITNESS ON THE GROUND OBSERVED THE ACFT TURN NORTH UP A CANYON AND WAS CONCERNED ENOUGH TO FOLLOW IT BY GROUND VEHICLE UP A CANYON ROAD.

Brief of Accident (Continued)

File No. - 1351

8/17/87

KETTLE FALLS,WA

A/C Reg. No. N9747B

Time (Lcl) - 1120 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - RISING
2. TERRAIN CONDITION - BOX CANYON
3. OBJECT - TREE(S)
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
8. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
9. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,7

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1354      8/20/87      KELSO,WA      A/C Reg. No. CGHKY      Time (Lcl) - 0945 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries						
	Fire	Crew	0	Serious	0	Minor	1	None	0
Type of Operation -PERSONAL	NONE	Pass	0	1	1	1	0		
Flight Conducted Under -14 CFR 91									
Accident Occurred During -DESCENT									

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING O-320-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 - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	VICTORIA,CD	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	KELSO,WA	KELSO LONGVIEW
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 29
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 4370/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 68	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 68	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0	Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING TOUCHDOWN A HARD BOUNCED LANDING OCCURRED. HE THEN ELECTED TO EXECUTE A GO-AROUND AND INADVERTANTLY ENTERED INTO A DEPARTURE STALL. THE ACFT STRUCK THE GROUND IN A RIGHT WING DOWN, NOSE LOW ATTITUDE.



Brief of Accident (Continued)

File No. - 1354

8/20/87

KELSO,WA

A/C Reg. No. CGHKY

Time (Lcl) - 0945 PDT

Occurrence #1        HARD LANDING  
Phase of Operation    LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
2.        LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    LANDING - ABORTED

Finding(s)

3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3        IN FLIGHT COLLISION WITH TERRAIN/WATER  
Phase of Operation    DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1353      8/20/87      GRANDVIEW,WA      A/C Reg. No. N74161      Time (Lc1) - 1852 PDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage  
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation      -POSITIONING

Flight Conducted Under      -14 CFR 91

Accident Occurred During      -DESCENT

Fire      Crew      Pass

-----Aircraft Information-----

Make/Model      - BELL 47G2

Landing Gear      - SKID

Max Gross Wt      - 2450

No. of Seats      - 3

Eng Make/Model      - LYCOMING TVO-435-B1A

Number Engines      - 1

Engine Type      - RECIPROCATING-CARBURETOR

Rated Power      - 270 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      - 15.0      SM

Lowest Sky/Clouds      - CLEAR

Lowest Ceiling      - NONE

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DUSK

Itinerary

Last Departure Point

GRANDVIEW,WA

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)

COMMERCIAL

HELICOPTER

Age      - 40

Biennial Flight Review

Current      - YES

Months Since      - 0

Aircraft Type      - UNK/NR

Medical Certificate      - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total      - 13000      Last 24 Hrs      - 7

Make/Model- 3713      Last 30 Days- UNK/NR

Instrument- 0      Last 90 Days- 13

Rotorcraft      - 13000

Instrument Rating(s)      - NONE

-----Narrative-----

AFTER THE COMPLETION OF SPRAY OPERATIONS THE PILOT WAS ATTEMPTING TO PLACE THE HELICOPTER ONTO A TRAILER. THE PILOT MISJUDGED HIS POSITION, OVER-CORRECTED, AND THEN LOST CONTROL OF THE HELICOPTER, STRIKING THE GROUND.

Brief of Accident (Continued)

File No. - 1353

8/20/87

GRANDVIEW,WA

A/C Reg. No. N74161

Time (Lc1) - 1852 PDT

-----  
Occurrence #1        LOSS OF CONTROL - IN FLIGHT  
Phase of Operation    HOVER

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. REMEDIAL ACTION - EXCESSIVE - PILOT IN COMMAND
- 

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) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1220	8/26/87	PORT TOWNSEND, WA	A/C Reg. No. N252BC	Time (Lcl) - 1600 PDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries	
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1
Accident Occurred During - TAKEOFF			0	0
			0	0
			0	1

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-----Aircraft Information-----

Make/Model - CANTON RUTAN LONG	Eng Make/Model - LYCOMING O-290-D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 125 HP	

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-----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	JEFFERSON COUNTY
Wind Dir/Speed- 270/006 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 80
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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-----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 - 167
SE LAND	Months Since - 14	Make/Model- 124
	Aircraft Type - LONG EZ	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

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-----Narrative-----

DURING TAKEOFF ROLL THE PILOT NOTED SLUGGISH ROTATION PERFORMANCE AND RETARDED THE THROTTLE TO ABORT THE TAKEOFF. WHEN HE REDUCED POWER THE AIRCRAFT ROTATED. HE REAPPLIED FULL POWER AND ABRUPT AFT STICK, TO EXECUTE RAPID ROTATION AND LIFT OFF. THE HAND GRIP SEPARATED FROM THE CONTROL STICK. HE ATTEMPTED TO ABORT THE TAKEOFF NEAR THE END OF THE RUNWAY. THE AIRCRAFT DEPARTED THE END OF THE RUNWAY, STRUCK A DITCH, CROSSED A ROAD AND IMPACTED IN A FIELD.

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Brief of Accident (Continued)

File No. - 1220

8/26/87

PORT TOWNSEND, WA

A/C Reg. No. N252BC

Time (Lcl) - 1600 PDT

Occurrence #1        OVERRUN  
Phase of Operation   TAKEOFF - ABORTED

Finding(s)

1. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
2. FLT CONTROL SYST, YOKE/CONTROL STICK - SEPARATION
3. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2        ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation   TAKEOFF - ABORTED

-----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. - 1207      8/27/87      CHELAN,WA

A/C Reg. No. N6901K

Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage  
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
NONE	Pass	0	0	0	0

Type of Operation      -PERSONAL  
Flight Conducted Under      -14 CFR 91  
Accident Occurred During      -DESCENT

-----Aircraft Information-----

Make/Model      - PIPER PA-20  
Landing Gear      - TAILWHEEL-ALL FIXED  
Max Gross Wt      - 1800  
No. of Seats      - 4

Eng Make/Model      - LYCOMING O-290  
Number Engines      - 1  
Engine Type      - RECIPROCATING-CARBURETOR  
Rated Power      - 125 HP

ELT Installed/Activated - YES/YES  
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - NO RECORD OF BRIEFING  
Method      - N/A  
Completeness      - N/A  
Basic Weather      - VMC

Itinerary

Last Departure Point  
SAME AS ACC/INC  
Destination  
LOCAL

Airport Proximity  
ON AIRSTRIP

Airport Data

Wind Dir/Speed- 120/006 KTS  
Visibility      - 30.0      SM  
Lowest Sky/Clouds      - 12000 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      - SIMULATED FORCED LANDING

Runway Ident      - 34  
Runway Lth/Wid      - 2500/      50  
Runway Surface      - DIRT  
Runway Status      - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)  
PRIVATE  
SE LAND

Age - 55  
Biennial Flight Review  
Current      - YES  
Months Since      - 24  
Aircraft Type      - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total      - 2372	Last 24 Hrs - 1
Make/Model- 59	Last 30 Days- 7
Instrument- UNK/NR	Last 90 Days- 29
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS OBSERVED MAKING A ENGINE OUT LANDING AT HIS PRIVATE GRASS/DIRT STRIP. THE DIRT STRIP IS LOCATED ON A PLATEAU WITH THE RUNWAY STARTING AT THE EDGE OF THE PLATEAU. THE AIRCRAFT IMPACTED IN A STEEP NOSE DOWN ATTITUDE BELOW THE RUNWAY LEVEL ON A HEADING PERPENDICULAR TO THE RUNWAY. THE MAGNETO SWITCH WAS FOUND IN THE OFF POSITION. WITNESSES REPORTED THE PILOT HAD PRACTICED DEAD ENG LANDINGS AT THE AIRSTRIP BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1207

8/27/87

CHELAN,WA

A/C Reg. No. N6901K

Time (Lc1) - 1930 PDT

Occurrence #1      LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation      MANEUVERING

1. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      LOSS OF CONTROL - IN FLIGHT

Phase of Operation      DESCENT - EMERGENCY

Finding(s)

2. DESCENT - MISJUDGED - PILOT IN COMMAND

3. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND

4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3      IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation      DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - RISING

-----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. - 1352      8/27/87      BREMERTON,WA      A/C Reg. No. N18832      Time (Lcl) - 1430 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BEECH C-23	Eng Make/Model - LYCOMING O-360-A4J	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SEATTLE,WA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BREMERTON,WA	BREMERTON NAT'L ARPT
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6200/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 760
SE LAND	Months Since - 22	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 102
		Last 30 Days- UNK/NR
		Instrument- 104
		Last 90 Days- 12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE PILOTS THIRD TOUCH AND GO AN UNDERSHOOT OCCURRED DURING LANDING ONTO RUNWAY 1. VASI LIGHTS ARE AVAILABLE FOR THAT RUNWAY. THE PLT WAS UNABLE TO EXPLAIN WHY THE UNDERSHOOT OCCURRED.



Brief of Accident (Continued)

File No. - 1352

8/27/87

BREMERTON, WA

A/C Reg. No. N18832

Time (Lcl) - 1430 PDT

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Occurrence #1           UNDERSHOOT  
Phase of Operation      LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
  2. TOUCHDOWN - PREMATURE - PILOT IN COMMAND
- 

Occurrence #2           NOSE GEAR COLLAPSED  
Phase of Operation      LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN
- 

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1233      10/06/87      KENNEWICK,WA      A/C Reg. No. N406UE      Time (Lcl) - 2238 PDT

-----Basic Information-----

Type Operating Certificate-COMMUTER	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	0	0	2
						9

-----Aircraft Information-----

Make/Model - BRITISH AEROSPACE BA-3101	Eng Make/Model - GARRETT TPE-331	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 15212	Engine Type - TURBOPROP	
No. of Seats - 21	Rated Power - 1000 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	PORTLAND,OR	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	PASCO,WA	VISTA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 02
Visibility - 12.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3490/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7693
SE LAND,ME LAND,SE SEA	Months Since - 2	Last 24 Hrs - 4
	Aircraft Type - BAE3101	Make/Model- 228
		Last 30 Days- UNK/NR
		Instrument- 1281
		Last 90 Days- 205
		Multi-Eng - 6057

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A FLIGHT TO PASCO, WA. THE PILOT INADVERTENTLY LANDED AT THE KENNEWICK, WA. VISTA AIRPORT, LANDED LONG, AND OVERRAN THE RUNWAY. THE AIRCRAFT DEPARTED THE END OF THE RUNWAY AND IMPACTED TERRAIN.

Brief of Accident (Continued)

File No. - 1233

10/06/87

KENNEWICK,WA

A/C Reg. No. N406UE

Time (Lcl) - 2238 PDT

-----  
Occurrence #1            OVERRUN  
Phase of Operation      LANDING - ROLL

Finding(s)

1. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

-----  
Occurrence #2            ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1281      8/29/87      PHILLIPS,WI      A/C Reg. No. N67795      Time (Lcl) - 1945 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point PHILLIPS,WI	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		PRICE COUNTY
Basic Weather - VMC		Runway Ident - 24
Wind Dir/Speed- 180/004 KTS	ATC/Airspace	Runway Lth/Wid - 3950/ 75
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 27
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 27
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF PHASE OF A TOUCH AND GO LANDING THE STUDENT PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE AIRCRAFT EXITED THE RUNWAY TO THE LEFT, STRUCK A DITCH AND OVERTURNED. THE STUDENT'S INSTRUCTOR, WHO WAS A WITNESS TO THE ACCIDENT STATES THAT SHORTLY AFTER TOUCHDOWN THERE WAS A SQUEALING OF TIRE ON THE RUNWAY AND SUBSEQUENT INVESTIGATION REVEALED A SKID MARK FROM THE LEFT TIRE. THIS INSTRUCTOR STATES THAT: "THERE IS A POSSIBILITY THE PILOT INADVERTENTLY HAD HIS FOOT ON THE LEFT BRAKE THROUGHOUT THE TAKEOFF ROLL".

Brief of Accident (Continued)

File No. - 1281

8/29/87

PHILLIPS,WI

A/C Reg. No. N67795

Time (Lc1) - 1945 CDT

Occurrence #1      LOSS OF CONTROL - ON GROUND  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2.      LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2      ON GROUND COLLISION WITH TERRAIN/WATER  
Phase of Operation      TAKEOFF - GROUND RUN

Finding(s)

4. 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) 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. - 1241      9/12/87      JEFFERSON,WI      A/C Reg. No. N84352      Time (Lcl) - 1310 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172K	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 - 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 - UNK/NR	ALBERT LEA,MN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	DELAVAL,WI	
Wind Dir/Speed- 130/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR FLIGHT FOLLOWING	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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 300
SE LAND	Months Since - 12	Last 24 Hrs - 2
	Aircraft Type - C-172K	Make/Model- 300
		Instrument- 64
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS EN ROUTE ON A PERSONAL CROSS COUNTRY FLIGHT WHEN IT EXPERIENCED AN ENGINE FAILURE AND WAS FORCED TO MAKE AN EMERGENCY LANDING IN AN ALFALFA FIELD. THE AIRCRAFT LANDED LONG AND COLLIDED WITH A TELEPHONE POLE AND FENCE AT THE END OF THE FIELD. THE ENGINE FAILURE WAS DUE TO AN EXHAUST VALVE WHICH SEPARATED AND ENTERED THE COMBUSTION CHAMBER, SEVERELY DAMAGING THE PISTON AND CYLINDER HEAD.

Brief of Accident (Continued)

File No. - 1241

9/12/87

JEFFERSON,WI

A/C Reg. No. N84352

Time (Lcl) - 1310 CDT

-----  
Occurrence #1        LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF  
Phase of Operation    CRUISE - NORMAL  
    1. ENGINE ASSEMBLY, VALVE, EXHAUST - FAILURE, TOTAL  
    2. ENGINE ASSEMBLY, VALVE, EXHAUST - SEPARATION  
    3. ENGINE ASSEMBLY, PISTON - RUPTURED  
-----

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 - POLE  
    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

National Transportation Safety Board  
Washington, D.C. 20594

Brief of Accident

File No. - 1249      6/28/87      CODY,WY      A/C Reg. No. N26553      Time (Lc1) - UNK/NR

-----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

ON GROUND

Crew

Pass

Fatal

1

3

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model      - CESSNA 421C  
Landing Gear      - TRICYCLE-RETRACTABLE  
Max Gross Wt      - 7450  
No. of Seats      - 8

Eng Make/Model      - CONTINENTAL GTS10-520  
Number Engines      - 2  
Engine Type      - RECIP-FUEL INJECTED  
Rated Power      - 375 HP

ELT Installed/Activated - YES/NO  
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing      - FSS  
Method      - UNK/NR  
Completeness      - UNK/NR

Basic Weather      - VMC

Wind Dir/Speed- CALM

Visibility      - 30.0      SM

Lowest Sky/Clouds      - 13000 FT SCATTERED

Lowest Ceiling      - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation      - NONE

Condition of Light      - DAYLIGHT

Itinerary

Last Departure Point

WHT SULPHR SPRG,MT

Destination

CASPER,WY

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 - 43  
Biennial Flight Review  
Current      - YES  
Months Since      - 17  
Aircraft Type      - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total      - 3665

Make/Model- 315

Instrument- 335

Multi-Eng - 3265

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT & 3 PAXS WERE RETURNING TO DALLAS, TX FROM A RETREAT IN MONTANA. THE PLT FILED AN IFR FLT PLAN FROM WHITE SULPHUR SPRINGS, MT, TO CASPER, WY, BUT DID NOT ACTIVATE IT AFTER DEPARTURE. THE ACFT WAS RPRTD OVERDUE BY FAMILY & A SEARCH WAS INITIATED. THE WRECKAGE WAS LOCATED BY THE CIVIL AIR PATROL ON 7/1/87. THE ACFT HAD CRASHED AT THE 10,000' LVL OF A BOX CANYON AREA IN MOUNTAINOUS TERRAIN. THE IMPACT AREA WAS ON A ROLLING MEADOW THAT WAS SURROUNDED ON THREE SIDES BY MOUNTAINS. ENTRANCE TO THE AREA WAS FROM THE NNE. THERE WAS EVIDENCE THE ACFT IMPACTED IN A LEFT WING LOW, NOSE LOW ATTITUDE, AFTER TURNING TO A HDG OF ABOUT 050 DEG. BEFORE TAKEOFF, THE PLT HAD ADDED 35 GAL OF FUEL (MIXTURE OF 80 & 100 OCTANE FUEL) FOR AN ESTIMATED FUEL LOAD OF 213 GAL. NO EVIDENCE WAS FOUND OF A PREIMPACT MECHANICAL FAILURE OR MALFUNCTION. APPROX 27 MI SSE OF CODY, WY, THE WX WAS IN PART: 18,000' SCATTERED, 25,000' OVERCAST, 30 MI VIS. THE ELEV AT CODY WAS ABOUT 5,000' LOWER THAN THE CRASH SITE.



Brief of Accident (Continued)

File No. - 1249

6/28/87

CODY,WY

A/C Reg. No. N26553

Time (Lc1) - UNK/NR

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN  
Phase of Operation MANEUVERING

Finding(s)

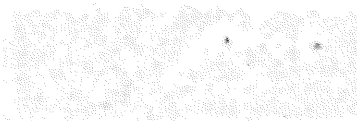
1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. PROPER ALTITUDE - NOT ATTAINED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,4





NATIONAL TRANSPORTATION SAFETY BOARD  
Washington, D.C. 20594

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