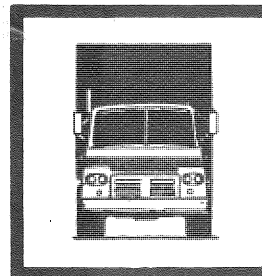
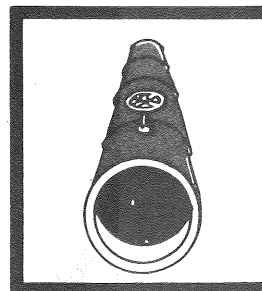
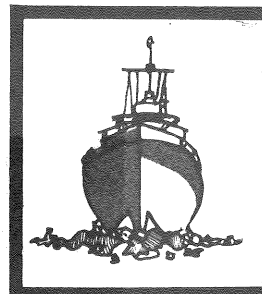
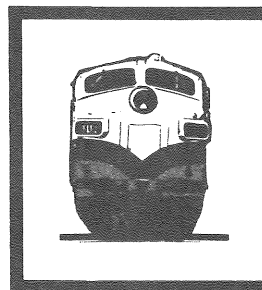
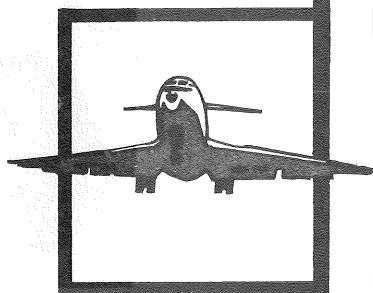


AAB 89/01

PB89-916901



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORT

BRIEF FORMAT

U.S. CIVIL AND FOREIGN AVIATION

ISSUE NUMBER 8 OF 1987 ACCIDENTS

NTSB/AAB-89/01

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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				14. Sponsoring Agency Code	
15. Supplementary Notes					
16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. <p align="center">File Numbers: 1401 through 1600</p>					
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather				18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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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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TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-401

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 8

CALENDAR YEAR 1987

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1401	4649M	071587	MIDDLEFIELD, OH	CESSNA	152	NONE	308
1402	1823Z	061587	BOWLING GREEN, KY	CESSNA	205C	FATAL	218
1403	231SH	073187	KALISPELL, MT	CESSNA	A188B	FATAL	248
1404	7858P	071187	HAYDEN, CO	PIPER	PA-24-250	FATAL	120
1405	5269Q	070987	PARKER, CO	CESSNA	152II	SERIOUS	118
1406	132E	070487	LAKESIDE, MT	BEECH	D18S	FATAL	246
1407	51436	080987	BURNT CHIMNEY, VA	MAULE	M-4-210C	MINOR	366
1408	2545S	092187	HAILEY, ID	CESSNA	T210L	FATAL	194
1409	590FH	071587	CAPRON, VA	HILLER	FH-1100	MINOR	364
1410	53190	090787	AGUILA, AZ	RYAN	ST3KR	MINOR	46
1411	6751D	082787	BERMUDA DUNES, CA	BEECH	B-60	NONE	88
1412	757HK	090287	UPLAND, CA	CESSNA	152C	NONE	90
1413	73265	073087	CANON CITY, CO	BELL	47J-2	NONE	124
1415	6419Z	072087	PORTALES, NM	PIPER	PA-25	NONE	274
1416	7722Y	071787	GRANDFORKS, ND	PIPER	PA-30	NONE	260
1417	66PA	043087	YORK, PA	BEECH	BE-18	NONE	324
1418	9070F	042987	ELLINGTON, CT	ROBINSON	R-22	NONE	148
1419	7726W	042587	W.MIFFLIN, PA	PIPER	PA-28-180	NONE	322
1420	75336	040287	BRIDGEPORT, NJ	PIPER	PA-28	NONE	270
1421	40958	032787	BEDFORD, MA	PIPER	PA-31-350	NONE	222
1422	7509G	022187	POUGHKEEPSIE, NY	CESSNA	172	NONE	300
1423	3771M	082287	PANAMA CITY, FL	NORTH AMERIC	AT-6D	MINOR	162
1424	8523F	080787	ORLANDO, FL	BELL	47J-2A	NONE	160
1425	78505	090387	TAPPAHANNOCK, VA	CESSNA	172	NONE	370
1426	3585J	102387	WARTBURG, TN	CESSNA	150C	SERIOUS	342

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1427	5557V	072687	CLANTON, AL	NORTH AMERIC	AT-6G	SERIOUS	22
1428	5669G	071887	NEW CARLISLE, OH	CESSNA	150K	NONE	310
1429	80532	060787	PLEASANT VIEW, TN	UNIVERSAL	GLOBE GC-1	FATAL	336
1430	6079D	082287	BATESVILLE, AR	PIPER	PA-22-150	FATAL	30
1431	6568	073187	WIDENER, AR	GRUMMAN	G-164A	NONE	28
1432	4954R	071587	SATANTA, KS	CESSNA	188B	NONE	212
1433	4178Q	110487	BELLINGHAM, WA	CESSNA	310N	FATAL	390
1434	7328Z	081287	SAN SIMON, AZ	PIPER	PA-25-235	NONE	42
1435	9726Z	030887	HEMET, CA	PRUE STANDAR	UNKNOWN	FATAL	58
1436	46991	021987	COALINGA, CA	HILLER	OH23D	NONE	54
1437	6591S	090187	HILTON HEAD, SC	BEECH	V-35B	FATAL	328
1438	737ZZ	072587	CALERA, AL	CESSNA	R182	NONE	20
1439	443WB	072187	COLUMBUS, OH	AERONCA	7AC	MINOR	312
1440	4808T	071987	FOLEY, AL	PIPER	PA-28-140	MINOR	16
1441	756PS	090287	YAKUTAT, AK	CESSNA	U206G II	FATAL	10
1442	8379Z	082387	TUKWILA, WA	ROBINSON	R-22	NONE	376
1443	2007Y	082187	BURNS, OR	CESSNA	172	SERIOUS	318
1444	4580Y	072987	DUBOIS, WY	BELL	204B	SERIOUS	400
1445	6796Z	090487	CENTER, CO	PIPER	PA-25-235	NONE	128
1446	15468	080987	FALMOUTH, KY	PIPER	PA-28-140	NONE	220
1447	9209G	110987	ALBUQUERQUE, NM	CESSNA	182N	NONE	288
1448	6933V	070487	MITCHELL, SD	MOONEY	M20F	FATAL	330
1449	792JB	033187	SAN LUIS OBISPO, CA	BOWERS	FLYBABY 1A	SERIOUS	62
1450	11468	042287	MOKULEIA, HI	SCHWEIZER	SGS2-33	SERIOUS	182
1451	9039A	081287	INDEPENDENCE, CA	CESSNA	170A	NONE	86

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1452	62008	100787	FULLERTON, CA	MAULE	M-5-210C	NONE	96
1453	4002K	082687	LELAND, MS	AYRES	S2R-600	NONE	244
1454	1103V	031087	PALMDALE, CA	HUGHES	269D	NONE	60
1455	50223	041287	COUNCIL BLUFFS, IA	CESSNA	150-H	FATAL	186
1456	5634E	012487	TROY, MI	CESSNA	150	SERIOUS	238
1457	83232	082287	NANTUCKET, MA	PIPER	PA-28-161	FATAL	226
1458	5549B	081987	BOULDER CITY, NV	CESSNA	182	NONE	294
1459	4235D	081787	KENT, WA	BEECH	G35	NONE	374
1460	8696B	080287	PAHRUMP, NV	CESSNA	172	FATAL	292
1461	20FU	052687	BATTLE MOUNTAIN, NV	SOCATA	TB10	FATAL	290
1462	23600	091187	BELLE GLADE, FL	AIRTRACTOR	AT301	NONE	168
1463	9008Q	091087	APALACHICOLA, FL	BEECH	V-35B	MINOR	166
1464	44TA	082087	ABERDEEN, SD	BUSHBY	MUSTANG II	FATAL	332
1465	527B	051787	STAFFORD, VA	LAKE	LA-4	NONE	360
1466	4944D	090787	STAR, ID	CESSNA	182A	SERIOUS	192
1467	2467F	090587	SALMON, ID	CESSNA	180H	NONE	190
1468	71513	090587	BURBANK, WA	LUSCOMBE	8A	SERIOUS	382
1469	4789U	083087	SHELTON, WA	CESSNA	180H	MINOR	380
1470	19092	082587	OAK HARBOR, WA	CESSNA	150	NONE	378
1471	9388C	010187	GOFFSTOWN, NH	CESSNA	180	SERIOUS	268
1472	333JE	112187	TEHACHAPI, CA	ISGRIGG	ELITE	MINOR	114
1473	7872R	050887	COALINCA, CA	BEECH	A65	MINOR	74
1474	2936C	042687	FULLERTON, CA	CESSNA	180	NONE	70
1475	189L	042587	LAKE RIVERSIDE, CA	FRIMELT WERN	164	SERIOUS	68
1476	25331	041987	LONG BEACH, CA	CESSNA	152	NONE	64

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1477	4743Y	080687	ALBUQUERQUE, NM	CESSNA	T210N	MINOR	276
1478	56DZ	060487	REDGRANITE, WI	ZANK	CHALLENGER	FATAL	394
1479	62629	051887	PERU, IN	CESSNA	172P	MINOR	204
1480	171RB	061387	MICHIGAN CITY, IN	BANNWART	MAXAIR XP-	SERIOUS	206
1481	5541C	041987	COLUMBIA CITY, IN	JAGGER	TIERRA II	SERIOUS	202
1482	9999Y	011887	LA CROSSE, WI	CHAMPION	7ECA	MINOR	392
1483	81CA	082387	SOMERVILLE, VA	BEECH	D50C	MINOR	368
1484	128AA	032587	CHICAGO, IL	MCDONNELL DO	DC-10-10	SERIOUS	196
1485	305DH	100787	SAN MARCOS, TX	CESSNA	L-19	NONE	350
1486	9231M	100287	BULVERDE, TX	MOONEY	M20C	MINOR	348
1487	68529	090587	GRAFORD, TX	BELLANCA	7ACA	FATAL	346
1488	9787P	102687	CATOOSA, OK	PIPER	PA-25	SERIOUS	316
1489	910DW	080187	LK BUENA VISTA, FL	BUCCANEER	XA-430	FATAL	158
1490	222HF	061387	NANTUCKET, MA	PIPER	PA-32RT-30	FATAL	224
1491	211PD	091587	TAMPA, FL	BEECH	200	NONE	170
1492	5483H	110387	MONTE VISTA, CO	PIPER	PA-18-105	NONE	142
1493	731LP	071087	EL CAMPO, TX	CESSNA	A188B	NONE	344
1494	7381U	121987	BISMARCK, ND	CESSNA	T210R	NONE	264
1495	6547A	112887	TELLURIDE, CO	CESSNA	180	NONE	146
1496	3155U	093087	COLORADO CITY, CO	CESSNA	182F	SERIOUS	138
1497	7806S	093087	GRAND JUNCTION, CO	BELL	47G-3B1	MINOR	136
1498	32201	090587	COLORADO SPRING, CO	NATIONAL BAL	858	NONE	130
1499	918MC	021187	MOUNDSVILLE, WV	CESSNA	310Q	NONE	396
1500	9867P	080587	ARDMORE, AL	PIPER	PA-25-235	NONE	24
1501	4034T	051987	TOLLESON, AZ	HILLER	UH-12E	NONE	36

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1502	704QH	051487	HONOLULU, HI	CESSNA	150M	NONE	184
1503	9097P	101687	SAN MATEO, CA	PIPER	PA-24-260	MINOR	98
1504	699CA	021187	ONEONTA, NY	BEECH	99	NONE	298
1505	8948E	122787	PENSACOLA, FL	MCDONNELL-DO	DC-9-31	MINOR	174
1506	814SG	081087	ATLANTIC CITY, NJ	PIPER	PA-60-601P	FATAL	272
1507	5683U	082587	HOT SPRINGS, AR	PIPER	PA-28-140	NONE	32
1508	5515U	091087	CLINTON, MD	PIPER	PA-28-140	NONE	236
1509	3798C	102387	AVALON, CA	CESSNA	402B	NONE	102
1510	4388K	080487	HAWTHORNE, CA	NAVION	A	MINOR	84
1511	102	071187	WINTER, CA	BUDDE CASSUT	CB-1	SERIOUS	80
1512	5644X	042787	GRIDLEY, CA	AERO COMMAND	S2R	NONE	72
1513	4194X	042487	IMPERIAL, CA	ROCKWELL	S2R	NONE	66
1514	99232	030887	DELANO, CA	HILLER	OH-23G	NONE	56
1515	2904A	071187	CHELSEA, MI	PIPER	PA-28RT-20	NONE	240
1516	550LR	061987	MCCORDSVILLE, IN	BOEING	E-75	SERIOUS	208
1517	4623	050887	LAMBERTSVILLE, CA	GRUMMAN	G-164A	NONE	76
1518	3636W	092087	ROANOKE, VA	PIPER	PA-32-260	MINOR	372
1519	3181Z	102487	PALO ALTO, CA	PIPER	PA-18-150	NONE	104
1520	7962D	090887	AVENAL, CA	BEECH	H35	NONE	92
1521	112DW	011387	PACOIMA, CA	CESSNA	T210M	FATAL	52
1522	2926D	112787	CONNER, MT	CESSNA	170B	SERIOUS	256
1523	9039P	111587	AKRON, CO	PIPER	PA-24-260B	MINOR	144
1524	2028D	102187	EKALAKA, MT	BEECH	C35	MINOR	254
1525	2525S	101287	GLASGOW, MT	CESSNA	A185F	NONE	252
1526	1377A	100187	MILES CITY, MT	PIPER	PA-18-125	FATAL	250

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1527	2554Q	092887	AURORA, CO	CESSNA	150K	NONE	134
1528	47RW	092787	LAS CRUCES, NM	ROBINSON	R-22M	NONE	278
1529	5637D	091387	MOAB, UT	MAULE	M-5-210TC	NONE	354
1530	34157	091387	FORT COLLINS, CO	CESSNA	177B	NONE	132
1531	21460	112587	HILLSBORO, OR	CESSNA	172M	SERIOUS	320
1532	7231N	101687	WALLA WALLA, WA	CESSNA	T210N	NONE	388
1533	6048G	042587	ORLEANS, NE	CESSNA	A188B	NONE	266
1534	492Y	052287	NEWPORT, AR	GRUMMAN	G-164	MINOR	26
1535	5352	072787	DAVENPORT, IA	WATTS	532 ELITE	FATAL	188
1536	714MB	080487	ATCHISON, KS	CESSNA	150M	NONE	214
1537	8365K	082687	HOLLY GROVE, AR	GRUMMAN	G-164B	NONE	34
1538	8975P	082687	KANORADO, KS	PIPER	PA-24-260	FATAL	216
1539	192CA	092587	KANSAS CITY, MO	AERO COMMAND	500B	NONE	242
1540	2699S	092487	TECOPA, CA	CESSNA	340A	NONE	94
1541	4500K	092187	LAS VEGAS, NV	CESSNA	P210N	MINOR	296
1542	96847	091987	CATHLAMET, WA	CESSNA	182Q	NONE	386
1543	8QA	091187	QUINCY, WA	HILLER	UH-12E	SERIOUS	384
1544	4741D	082387	PENSACOLA, FL	CESSNA	182A	SERIOUS	164
1545	9003H	072987	HOLLYWOOD, FL	CESSNA	185F	SERIOUS	156
1546	4101E	102787	CASA GRANDE, AZ	PIPER	PA-18-150	NONE	50
1547	125V	090387	LEBANON, TN	NORD	SV4C	NONE	340
1548	972B	072387	HUNTSVILLE, AL	BELL	47G-2	MINOR	18
1549	3142A	071187	UPPER SANDUSKY, OH	CESSNA	170B	NONE	306
1550	702H	071687	WINCHESTER, TN	MITSUBISHI	MU-2B-36A	NONE	338
1551	2334A	062587	AUGUSTA, GA	BEECH	V35A	FATAL	176

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1552	23106	063087	HOT SPRINGS, VA	CESSNA	150H	NONE	362
1554	5775V	070687	CAMBRIDGE, MD	BEECH	A23-19	NONE	234
1555	5747G	051687	SELBYVILLE, DE	CESSNA	150K	MINOR	152
1556	3543R	050987	RAVENSWOOD, WV	BEECH	A23	SERIOUS	398
1557	184MA	061887	CORAL SPRINGS, FL	MITSUBISHI	MU-2B	FATAL	154
1558	1237A	120687	WASILLA, AK	PIPER	PA-18	NONE	12
1559	7479D	080587	COLDFOOT, AK	PIPER	PA-18A	FATAL	4
1560	5429D	072687	NIKOLAI CREEK, AK	BEECH	H35	MINOR	2
1561	58318	081287	KETCHIKAN, AK	HUGHES	369D	FATAL	6
1561	73WS	081287	KETCHIKAN, AK	CESSNA	185E	FATAL	8
1562	36988	100587	ALBUQUERQUE, NM	BALLOON WORK	FIREFLY 7	NONE	280
1562	6464N	100587	ALBUQUERQUE, NM	RAVEN	RX-7	NONE	282
1563	2431Q	081187	SALT LAKE CITY, UT	PIPER	PA-34-220T	NONE	352
1564	68WK	070587	WINDOW ROCK, AZ	KIESEL	MIDGET MUS	MINOR	40
1565	8275G	082887	POSTON, AZ	CESSNA	188B	NONE	44
1566	180RH	090187	WATERFORD, CT	HALL	B-80M	MINOR	150
1567	76Q	092587	MIAMI, FL	BEECH	D18S	FATAL	172
1568	48935	060787	BALTIMORE, MD	CESSNA	152	NONE	230
1569	8149P	050687	FREDERICK, MD	PIPER	PA-28-161	MINOR	228
1570	81DG	070587	SNOWMASS, CO	CHRISTIAN	EAGLE II	FATAL	116
1571	1359S	081687	MILNER, CO	CESSNA	182P	FATAL	126
1572	4346S	042287	ATMORE, AL	AIRTRACTOR	AT301	SERIOUS	14
1573	10816	081487	CRESTWOOD, IL	MOONEY	20K	NONE	200
1574	32887	103187	DEVILS LAKE, ND	PIPER	J5A	NONE	262
1575	2562Z	120687	NEWELL, SD	BELLANCA	7GCBC	NONE	334

File Order Listing - Issue No. 8, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1576	6341B	080787	NEW ALBANY, OH	CESSNA	152	NONE	314
1577	7572B	100687	TREMONTON, UT	CESSNA	152	NONE	356
1578	7746G	100987	MONUMENT VALLEY, UT	CESSNA	182P	NONE	358
1579	64547	101187	ALBUQUERQUE, NM	AEROSTAR	S-66A	SERIOUS	284
1580	9375P	102587	TIMBERON, NM	PIPER	PA-24-260C	SERIOUS	286
1581	4132G	102187	BAILEY, CO	CESSNA	340A	FATAL	140
1582	115RJ	061587	LONG BEACH, CA	CESSNA	152	NONE	78
1583	5438L	061887	RIMROCK, AZ	GRUMMAN	AA-5	NONE	38
1584	91338	072087	MILPITAS, CA	PIPER	PA-28-161	MINOR	82
1585	7444E	071887	COALDALE, CO	CESSNA	210	FATAL	122
1586	1418Y	081687	SWITZ CITY, IN	CESSNA	172C	FATAL	210
1587	11939	101187	GUAM, PO	CESSNA	150L	SERIOUS	326
1588	11176	101887	CARPENTERIA, CA	CESSNA	150L	SERIOUS	100
1589	8779D	101887	TUCSON, AZ	PIPER	PA-22-160	NONE	48
1590	4771A	103187	SAN JOSE, CA	PIPER	PA-22-150	SERIOUS	106
1591	4967B	071687	SAVOY, IL	CESSNA	152	NONE	198
1592	55649	081487	OFFERMAN, GA	PIPER	PA-28R-200	FATAL	178
1593	77126	091987	JESUP, GA	CESSNA	140	NONE	180
1594	4869B	071387	YANCEYVILLE, NC	CESSNA	152	FATAL	258
1595	761MX	111387	COLUSA, CA	CESSNA	T210M	NONE	112
1596	9505X	111187	SAN LUIS OBISPO, CA	CESSNA	210A	NONE	108
1597	37188	111287	FALLBROOK, CA	BEECH	C23	NONE	110
1598	4925S	062087	EASTON, MD	STRIPLIN	SKY RANGER	FATAL	232
1599	59728	053087	COOPERSTOWN, NY	PIPER	PA-31-350	NONE	302
1600	98TX	060787	MIDDLETOWN, NY	SCHWEIZER	ASW-20	NONE	304

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 8 OF 1987 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1560

7/26/87

NIKOLAI CREEK, AK

A/C Reg. No. N5429D

Time (Lcl) - 1750 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - BEECH H35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 240 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/012 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
SAME AS ACC/INC
Destination
PALMER, AK

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

NIKOLAI CREEK
Runway Ident - 36
Runway Lth/Wid - 4100/ 50
Runway Surface - GRAVEL
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 38
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 - 982	Last 24 Hrs - 2
Make/Model- 41	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 41

Instrument Rating(s) - NONE

-----Narrative-----

THIS PILOT STATED HE DID NOT FULLY UNDERSTAND CROSSWIND OPERATING PROCEDURES. WHEN HE ENCOUNTERED A CROSSWIND DURING TAKEOFF HE ALLOWED THE AIRCRAFT TO DRIFT TO THE LEFT OFF THE RUNWAY AND GROUNDLOOPED.

Brief of Accident (Continued)

File No. - 1560

7/26/87

NIKOLAI CREEK, AK

A/C Reg. No. N5429D

Time (Lcl) - 1750 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1559 8/05/87 COLDFOOT, AK A/C Reg. No. N7479D Time (Lcl) - 1735 ADT

-----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

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -MANEUVERING

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - .500 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PROSPECT CREEK, AK
Destination
HULA HULA RIVER, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 52

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1100	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 HAD UNSUCCESSFULLY ATTEMPTED TO FLY THROUGH ATIGUN PASS EARLIER IN THE DAY. EVEN THOUGH THE PASS WAS CLOSED DUE TO FOG AND CLOUD COVER, THE PILOT ATTEMPTED TO FLY THROUGH THE PASS A SECOND TIME. THE AIRCRAFT WRECKAGE WAS LOCATED IN ATIGUN PASS. THE AIRCRAFT WAS OVER GROSS WEIGHT AND EXCEEDED THE REAR CENTER OF GRAVITY LIMIT. THE PILOT WAS NOT WEARING REQUIRED CORRECTIVE LENSES AT THE TIME OF THE ACCIDENT. THE PILOT HAD BEEN ADVISED BY MEDICAL PERSONNEL THAT HE HAD ARTERIAL DISEASE AND OPEN HEART SURGERY WAS RECOMMENDED. THE PILOT DID NOT PROVIDE THIS INFORMATION TO THE AME WHEN OBTAINING HIS MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 1559

8/05/87

COLDFOOT, AK

A/C Reg. No. N7479D

Time (Lcl) - 1735 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - OBSCURATION
3. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
4. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

5. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
7. CORRECTING LENSES NOT WORN - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1561 8/12/87 KETCHIKAN, AK A/C Reg. No. N58318 Time (Lcl) - 1321 ADT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 1100 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANNETTE ISLAND, AK
Destination
KETCHIKAN, AK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KETCHIKAN-TEMSCO HELIPORT
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)
Type of Clearance - VFR
Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - 369D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6800
Make/Model- 4700
Instrument- 164
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 145
Rotorcraft - 6510

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N58318 (HUGHES 369, UNDER CONTRACT WITH US GEOLOGICAL SURVEY) WAS INBND FM SE TO LND AT KETCHIKAN-TEMSCO HELIPORT (6Z4) AS N73WS (CESSNA 185 AMPHIBIAN) WAS DEPG SE FM KETCHIKAN INTL ARPT (KTN). KTN & 6Z4 WERE LOCATED IN TONGASS NARROWS WITH MTNS NE & SW. RPRTD WX WAS: 500' SCT, 1100' BKN, 2200' OVC, VIS 5 MI WITH LGT RAIN & FOG, CIG RAGGED. FOR A VFR APCH TO 6Z4 (APRX 1-1/2 MI NORTH OF KTN ARPT), N58318 HAD TO GO UP THE NARROWS & OVR OR NR KTN. KTN HAD NO CTL TWR, BUT SUB-PART M OF FAR 93 REQD 2-WAY RDO COMM WITH KTN FSS, WHILE OPERG BLO 3000' & W/I 3 MI OF KTN. AT 1318:58, N58318 RPRTD AT GRAVINA PT (APRX 4 MI SE OF KTN) & THE FSS PROVIDED TRAFFIC ADZR. AT 1319:19, N73WS RPRTD INTENTIONS TO DEPART FROM KTN & WAS GIVEN A TRAFFIC ADZY, INCLUDING INFO CONCERNING N58318. N73WS DEPD KTN, USING PARALLEL TWY NEXT TO RWY 11, IAW LTR OF AGREEMENT. NRLY 1 MI SE OF KTN, THE TWO COLLIDED AS N58318 WAS FLYING NEAR THE EXTDD CNTRLN OF RWY 11. N58318 CRASHED IN WTR; N73WS RETURNED & CRASH LNDD AT KTN. FIVE ACFT IN VCNTY OF KTN; FAA DATA INDCD HVY TRAFFIC AT KTN FM MAY TO SEP.

Brief of Accident (Continued)

File No. - 1561

8/12/87

KETCHIKAN, AK

A/C Reg. No. N58318

Time (Lcl) - 1321 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. CONTROL TOWER - UNAVAILABLE
6. TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL(FSS)
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
8. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
9. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

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

Finding(s)

10. TERRAIN CONDITION - WATER

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

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

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

Brief of Accident

File No. - 1561 8/12/87 KETCHIKAN, AK A/C Reg. No. N73WS Time (Lcl) - 1321 ADT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-KETCHIKAN AIR SERVICE	SUBSTANTIAL		Fatal	Serious	Injuries
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire		0	0	Minor
Flight Conducted Under	-14 CFR 135	NONE		0	0	None
Accident Occurred During	-TAKEOFF			2	0	0
						1
						2
						0

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

Make/Model	- CESSNA 185E	Eng Make/Model	- CONTINENTAL IO-520-D	ELT Installed/Activated	- YES/YES
Landing Gear	- AMPHIBIAN	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- ACFT RADIO	
Completeness	- FULL	
Basic Weather	- VMC	Airport Data
Wind Dir/Speed	- CALM	KETCHIKAN INTL
Visibility	- 5.0 SM	Runway Ident
Lowest Sky/Clouds	- 500 FT SCATTERED	Runway Lth/Wid
Lowest Ceiling	- 1100 FT BROKEN	Runway Surface
Obstructions to Vision	- FOG	Runway Status
Precipitation	- RAIN	
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)	
COMMERCIAL	Current - YES	Total - 20239	Last 24 Hrs - 4
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 12203	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - C-303	Instrument - 554	Last 90 Days - 88
		Multi-Eng - 850	Rotorcraft - 4300

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

N58318 (HUGHES 369, UNDER CONTRACT WITH US GEOLOGICAL SURVEY) WAS INBND FM SE TO LND AT KETCHIKAN-TEMSCO HELIPORT (6Z4) AS N73WS (CESSNA 185 AMPHIBIAN) WAS DEPG SE FM KETCHIKAN INTL ARPT (KTN). KTN & 6Z4 WERE LOCATED IN TONGASS NARROWS WITH MTNS NE & SW. RPRTD WX WAS: 500' SCT, 1100' BKN, 2200' OVC, VIS 5 MI WITH LGT RAIN & FOG, CIG RAGGED. FOR A VFR APCH TO 6Z4 (APRX 1-1/2 MI NORTH OF KTN ARPT), N58318 HAD TO GO UP THE NARROWS & OVR OR NR KTN. KTN HAD NO CTL TWR, BUT SUB-PART M OF FAR 93 REQD 2-WAY RDO COMM WITH KTN FSS, WHILE OPERG BLO 3000' & W/I 3 MI OF KTN. AT 1318:58, N58318 RPRTD AT GRAVINA PT (APRX 4 MI SE OF KTN) & THE FSS PROVIDED TRAFFIC ADZY. AT 1319:19, N73WS RPRTD INTENTIONS TO DEPART FROM KTN & WAS GIVEN A TRAFFIC ADZY, INCLUDING INFO CONCERNING N58318. N73WS DEPD KTN, USING PARALLEL TWY NEXT TO RWY 11, IAW LTR OF AGREEMENT. NRLY 1 MI SE OF KTN, THE TWO COLLIDED AS N58318 WAS FLYING NEAR THE EXTDD CNTRLN OF RWY 11. N58318 CRASHED IN WTR; N73WS RETURNED & CRASH LNDD AT KTN. FIVE ACFT IN VCNTY OF KTN; FAA DATA INDCD HVY TRAFFIC AT KTN FM MAY TO SEP.

Brief of Accident (Continued)

File No. - 1561

8/12/87

KETCHIKAN, AK

A/C Reg. No. N73WS

Time (Lcl) - 1321 ADT

Occurrence #1 MIDAIR COLLISION
Phase of Operation TAKEOFF

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
5. CONTROL TOWER - UNAVAILABLE
6. TRAFFIC ADVISORY - PERFORMED - ATC PERSONNEL(FSS)
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT OF OTHER AIRCRAFT
8. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
9. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

10. GEAR EXTENSION - NOT POSSIBLE -
11. TERRAIN CONDITION - RUNWAY

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

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

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

Brief of Accident

File No. - 1441 9/02/87 YAKUTAT,AK A/C Reg. No. N756PS Time (Lcl) - 1230 ADT

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

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

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

Make/Model - CESSNA U206G II	Eng Make/Model - CONTNENTAL IO-520	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	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- 070/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 600 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6357
SE LAND,SE SEA	Months Since - 5	Last 24 Hrs - 4
	Aircraft Type - C-206	Make/Model- 3500
		Instrument- 54
		Last 30 Days- 100
		Last 90 Days- 250

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS OBSERVED TO DEPART FROM CONTROLLED FLIGHT WHILE IN A STEEP LEFT TURN AT SLOW SPEED AND LOW ALTITUDE, IMPACTING ON A RIVER SAND BAR. FIRE ENSUED, DEMOLISHING ACFT. FOLLOWING HEAVY RAINS, RIVER ROSE AND ACFT NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1441

9/02/87

YAKUTAT,AK

A/C Reg. No. N756PS

Time (Lc1) - 1230 ADT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING
1. MANEUVER - EXCESSIVE - PILOT IN COMMAND
2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT -

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

Finding(s)
4. TERRAIN CONDITION - SAND BAR

-----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. - 1558 12/06/87 WASILLA, AK A/C Reg. No. N1237A Time (Lcl) - 0815 AST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 080/010 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
KING SALMON, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 300 Last 24 Hrs - 0
Make/Model- 200 Last 30 Days- 20
Instrument- 2 Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS TAXIING FOR TAKEOFF WHEN HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT CAUSING THE RIGHT MAIN SKI TO BREAK THROUGH THE ICE; THE AIRCRAFT THEN GROUND LOOPED.

Brief of Accident (Continued)

File No. - 1558

12/06/87

WASILLA, AK

A/C Reg. No. N1237A

Time (Lcl) - 0815 AST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - ICY
2. TERRAIN CONDITION - SOFT
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation TAXI - TO TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1572 4/22/87 ATMORE,AL A/C Reg. No. N4346S Time (Lcl) - 1115 CDT

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

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

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

Make/Model - AIRTRACTOR AT301	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARKERS FLYING SERVICE
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 250
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 30000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3600
SE LAND,ME LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - C-150	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING THE AIRCRAFT COLLIDED WITH A TRACTOR MOWING GRASS ON THE RUNWAY. THE PILOT STATED THAT THE SUNGLARE ON FINAL PREVENTED HIM FROM SEEING THE VEHICLE ON THE RUNWAY. THE TRACTOR'S OPERATOR APPARENTLY DID NOT HEAR THE AIRCRAFT BECAUSE HE MADE NO ATTEMPT TO CLEAR THE RUNWAY.

Brief of Accident (Continued)

File No. - 1572

4/22/87

ATMORE, AL

A/C Reg. No. N4346S

Time (Lc1) - 1115 CDT

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
3. LIGHT CONDITION - SUNGLARE
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

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. - 1440 7/19/87 FOLEY, AL A/C Reg. No. N4808T Time (Lcl) - 1200 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	1
Accident Occurred During -LANDING			0	0	0
			0	0	0

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

Make/Model - PIPER PA-28-140	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 - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	FOLEY MUNICIPAL
Wind Dir/Speed- 080/014 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3700/ 75
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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)
STUDENT	Current - N/A	Total - 15
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 15
		Last 30 Days- 3
		Instrument- 0
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FAILED TO MAINTAIN DIRECTIONAL CONTROL DURING A CROSSWIND LDG ON RWY 36. THE AIRPLANE DRIFTED TO THE LEFT OF THE RUNWAY AND SUBSEQUENTLY IMPACTED TREES. THE STUDENT PLT WAS ON HIS SECOND UNSUPERVISED SOLO FLIGHT. HE REPORTED THAT HE DID NOT GET A WEATHER BRIEFING PRIOR TO DEPARTING THE ARPT ON A LOCAL FLT ABOUT 1 HR BEFORE. HE ESTIMATED THE THE WINDS WERE FROM THE NE AT 15 GUSTING TO 20 KTS AT THE TIME OF THE ACCIDENT. THE WINDS AT NPA, LOCATED 20 MILES ESE, WERE REPORTED AT 1150 CDT TO BE FROM 080 DEG AT 14 GUSTING TO 18 KTS.

Brief of Accident (Continued)

File No. - 1440

7/19/87

FOLEY,AL

A/C Reg. No. N4808T

Time (Lc1) - 1200 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WEATHER CONDITION - GUSTS
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1548 7/23/87 HUNTSVILLE, AL A/C Reg. No. N972B Time (Lcl) - 1735 CDT

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

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

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

Make/Model - BELL 47G-2	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 350/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5600
	Months Since - 5	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - 47G-2	Make/Model- 800
		Last 30 Days- UNK/NR
		Instrument- 1200
		Last 90 Days- 200
		Rotorcraft - 5600

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE HELICOPTER IMPACTED THE WATER DURING A LOW-ALTITUDE TURN OVER A RIVER. THE PLT MADE A LOW PASS TO THE SOUTH OVER AN ISLAND AT ABOUT 30 FT AGL, TO SHOW THE ISLAND TO THE POLICEWOMAN/TRAFFIC OBSERVER ONBOARD. AS HE WAS MAKING A CLIMBING RIGHT TURN AT ABOUT 40 KTS IAS TO PASS BACK OVER THE ISLAND, THE ACFT ROLLED EXCESSIVELY IN THE DIRECTION OF TURN AND THE NOSE BEGAN TO "TUCK". HE ATTEMPTED TO CORRECT THE SITUATION BY APPLYING OPPOSITE CYCLIC ONLY. HE DID NOT INCREASE THE PWR OR ADD COLLECTIVE PITCH. HE DID NOT REMEMBER IF HE USED ANY LEFT PEDAL TO ASSIST IN COUNTERACTING THE EXCESSIVE TURNING. THE ACFT IMPACTED THE WATER IN A SLIGHT, RIGHT BANK ATTITUDE, WITH THE NOSE LOW. THE PLT REPORTED THAT THE ENGINE AND MAIN ROTOR RPM'S REMAINED "IN THE GREEN" DURING THE MANEUVER.

Brief of Accident (Continued)

File No. - 1548

7/23/87

HUNTSVILLE, AL

A/C Reg. No. N972B

Time (Lc1) - 1735 CDT

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

Finding(s)

1. TERRAIN CONDITION - WATER
 2. LOW PASS - PERFORMED - PILOT IN COMMAND
 3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 4. DESCENT - INADVERTENT - PILOT IN COMMAND
 5. 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) 2,4,5

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

Brief of Accident

File No. - 1438 7/25/87 CALERA,AL A/C Reg. No. N737ZZ Time (Lcl) - 0645 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - CESSNA R182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING O-540
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 - UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision - UNK/NR
Precipitation - UNK/NR
Condition of Light - UNK/NR

Itinerary

Last Departure Point
ALABASTER,AL
Destination
MARION,AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-152C

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160 Last 24 Hrs - 0
Make/Model - 40 Last 30 Days- UNK/NR
Instrument - 6 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE COLLIDED WITH TREES DURING A FORCED LDG ATTEMPT. THE PLT REPORTED THAT HE OBSERVED THE FUEL GAUGES INDICATING NEAR EMPTY SHORTLY AFTER DEPARTURE. AS HE EXECUTED A "STEEP" 180 DEG TURN BACK TOWARD THE ARPT, THE ENGINE SPUTTERED AND "QUIT". DURING HIS SUBSEQUENT ATTEMPT TO LAND IN A FIELD, THE ENGINE RESTARTED AND THE AIRPLANE "TOOK OFF" ON HIM INTO NEARBY TREES. HE PULLED THE POWER BACK AND DELIBERATELY STALLED THE AIRPLANE INTO THE TREES. THE PILOT NOTED THAT HE DID NOT VISUALLY CHECK THE FUEL QUANTITY DURING HIS PREFLIGHT INSPECTION.

Brief of Accident (Continued)

File No. - 1438

7/25/87

CALERA, AL

A/C Reg. No. N737ZZ

Time (Lc1) - 0645 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION
1. FLUID,FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
4. POWERPLANT - SURGE
5. STALL - INTENTIONAL - PILOT IN COMMAND

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

Finding(s)
6. OBJECT - TREE(S)

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

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

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

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. - 1427 7/26/87 CLANTON, AL A/C Reg. No. N5557V Time (Lcl) - 1552 CDT

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

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

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

Make/Model - NORTH AMERICAN AT-6G	Eng Make/Model - P & W R1340	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	UNK/NR	GRAGG WADE FIELD
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 15000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 430
SE LAND	Months Since - 6	Make/Model- 30
HELICOPTER	Aircraft Type - 205BII	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - 250

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE ENGINE LOSS PWR SHORTLY AFTER TAKEOFF, AND THE PLT TURNED BACK TOWARD THE ARPT. THE AIRPLANE CRASHED APPROX 1200 FT SHORT OF THE RWY IN A CLEARING. THE PLT REPORTED THAT HE HAD DEPARTED THE ARPT WITH THE FUEL SELECTOR IN THE "OFF" POSITION.

Brief of Accident (Continued)

File No. - 1427

7/26/87

CLANTON, AL

A/C Reg. No. N5557V

Time (Lc1) - 1552 CDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - STARVATION
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER -
 4. FUEL TANK SELECTOR POSITION - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1500 8/05/87 ARDMORE, AL A/C Reg. No. N9867P Time (Lcl) - 1130 CDT

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

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

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

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2C5	ELT Installed/Activated - YES/NO
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	ARDMORE
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 352
SE LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST PWR DURING INITIAL CLIMB AT ABOUT 150 FT AGL SHORTLY AFTER THE PLT TURNED THE FUEL BOOST PUMP OFF. A FORCED LDG WAS SUBSEQUENTLY MADE ON A NEARBY INTERSTATE HWY. THE PLT DELAYED THE LDG TO AVOID HITTING AUTOS ON THE HWY AND A HARD LDG RESULTED. THE SUSPECTED CAUSE OF THE PWR LOSS WAS FUEL VAPOR LOCK. THE ENGINE WAS TEST-RUN AFTER THE ACCIDENT AND THAT NO PROBLEMS WERE FOUND. THE AIRPLANE WAS FUELED WITH 87 OCTANE AUTO GAS. THE AMBIENT TEMPERATURE WAS ABOUT 90 DEG F. THE ARPT ELEVATION IS 920 FT MSL. THE DENSITY ALTITUDE AT THE ARPT WAS CALCULATED TO BE APPROX 3,200 FT. ACCORDING TO FAA RECORDS, THE AIRPLANE WAS NOT STC'D TO OPERATE ON AUTO GAS. PIPER MANDATORY SERVICE BULLETIN #855 DATED 1-14-87 PROHIBITS THE USE OF AUTO FUEL IN PIPER AIRPLANES.

Brief of Accident (Continued)

File No. - 1500

8/05/87

ARDMORE,AL

A/C Reg. No. N9867P

Time (Lcl) - 1130 CDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID,FUEL GRADE - IMPROPER
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. WEATHER CONDITION - TEMPERATURE EXTREMES
5. WEATHER CONDITION - HIGH DENSITY ALTITUDE
6. FUEL SYSTEM,VAPOR RETURN SYSTEM - SWITCHED OFF
7. FLUID,FUEL - PRESSURE TOO LOW

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1534

5/22/87

NEWPORT, AR

A/C Reg. No. N492Y

Time (Lcl) - 0700 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - GRUMMAN G-164

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 - 3725

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 010/006 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

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

Age - 22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 820 Last 24 Hrs - 10

SE LAND

Months Since - 1

Make/Model- 310 Last 30 Days- UNK/NR

Aircraft Type - C-35

Instrument- 0 Last 90 Days- 110

Multi-Eng - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS SPRAYING A RICE FIELD IN FORMATION WITH ANOTHER AIRPLANE WHEN HIS AIRCRAFT EXPERIENCED AN INFLIGHT UPSET DUE TO THE PROPWASH, OR WAKE TURBULENCE, GENERATED BY THE OTHER AIRCRAFT. THE LANDING GEAR STRUCK A RICE LEVEE AND WAS SHEARED OFF. THE AIRCRAFT BOUNCED FROM THE LEVEE AND NOSED OVER UPON IMPACT.

Brief of Accident (Continued)

File No. - 1534

5/22/87

NEWPORT, AR

A/C Reg. No. N492Y

Time (Lc1) - 0700 CDT

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

Finding(s)

1. VISUAL SEPARATION - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, VISUAL/AURAL DETECTION - PILOT IN COMMAND
3. WAKE TURBULENCE - ENCOUNTERED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

Occurrence #3 NOSE OVER
Phase of Operation OTHER

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1431

7/31/87

WIDENER, AR

A/C Reg. No. N6568

Time (Lcl) - 1500 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Crew 0	0	0	1
Flight Conducted Under	-14 CFR 137	Pass 0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----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 - UNK/NR

Max Gross Wt - 3725

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 450 HP

-----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 - 4.000 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 - GRASS/TURF

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Age - 49

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 2004

Last 24 Hrs - UNK/NR

SE LAND

Months Since - 21

Make/Model- 1364

Last 30 Days- UNK/NR

Aircraft Type - PA-28

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AG AIRPLANE WAS MAKING THE FINAL SWATH RUN OVER A COTTONFIELD WHEN THE ENGINE LOST POWER. AFTER TOUCHDOWN IN A RICEFIELD, THE AIRPLANE FLIPPED FORWARD TO THE INVERTED POSITION. THE REASON FOR THE POWER LOSS COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1431

7/31/87

WIDENER, AR

A/C Reg. No. N6568

Time (Lcl) - 1500 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - NONE SUITABLE
3. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1430 8/22/87 BATESVILLE, AR A/C Reg. No. N6079D Time (Lcl) - 1710 CDT

-----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	ON GROUND	Pass	1	Serious	Minor	None	
Accident Occurred During -DESCENT			2	0	0	0	

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

Make/Model - PIPER PA-22-150	Eng Make/Model - LYCOMING O-320 SERIES	ELT Installed/Activated - UNK/NR
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	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	NEWPORT, AR	REGIONAL
Wind Dir/Speed- 230/011 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3320/ 60
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 60
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 AIRPLANE WAS AT MAXIMUM GROSS WEIGHT AT TAKEOFF. THE FIELD ELEVATION WAS 613 FEET AND THE DENSITY ALTITUDE WAS 3300 FEET. THERE WERE TWO RUNWAYS AVAILABLE. RUNWAY 25 WAS 6002 FEET LONG AND HAD A SLIGHT HEADWIND FROM THE SOUTHWEST. RUNWAY 35 WAS 3320 FEET LONG AND HAD A LIGHT QUARTERING TAILWIND/CROSSWIND FROM THE LEFT. THE PILOT SELECTED RUNWAY 35 FOR TAKEOFF. ONE WITNESS REPORTED THE AIRPLANE FLYING 10 TO 15 FEET AGL ABOUT MIDWAY OF THE RUNWAY IN A SLIGHTLY NOSE-HIGH ATTITUDE, BUT NOT CLIMBING. THE AIRPLANE WENT BELOW HIGH VOLTAGE POWER LINES AND HIT A LARGE TELEPHONE CABLE. IT THEN HIT ALMOST STRAIGHT DOWN ON A HIGHWAY AND STARTED BURNING.

Brief of Accident (Continued)

File No. - 1430

8/22/87

BATESVILLE, AR

A/C Reg. No. N6079D

Time (Lcl) - 1710 CDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. STALL/MUSH - NOT CORRECTED - PILOT IN COMMAND
 5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 6. WEATHER CONDITION - TAILWIND
-

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

Finding(s)

7. TERRAIN CONDITION - ROADWAY/HIGHWAY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1507 8/25/87 HOT SPRINGS, AR A/C Reg. No. N5683U Time (Lcl) - 2100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CLEVELAND, TN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-310R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1300
Last 24 Hrs - 9
Make/Model- 9
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 18
Multi-Eng - 430

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FUELED THE AIRCRAFT WITH 20 GALLONS OF 100LL FOR HIS FLIGHT TO HOT SPRINGS, AR. FORTY MILES FROM HOT SPRINGS THE LEFT FUEL TANK INDICATED EMPTY AND THE PILOT SWITCHED TO THE RIGHT TANK. APPROXIMATELY 10 MILES FROM HOT SPRINGS, THE ENGINE QUIT AND THE PILOT SWITCHED TO THE LEFT TANK. THE ENGINE RAN FOR A SHORT TIME AND QUIT. THE PILOT WAS UNSUCCESSFUL IN RESTARTING THE ENGINE AND LOOKED FOR A SUITABLE LANDING AREA. THE PILOT SELECTED A HIGHWAY; HOWEVER, LATE IN THE APPROACH SPOTTED TREES AND STALLED THE AIRCRAFT NEAR THE TREE TOPS.

Brief of Accident (Continued)

File No. - 1507

8/25/87

HOT SPRINGS, AR

A/C Reg. No. N5683U

Time (Lc1) - 2100 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

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

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) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1537 8/26/87 HOLLY GROVE, AR A/C Reg. No. N8365K Time (Lcl) - 1645 CDT

-----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 -TAKEOFF			0	0	0	0

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

Make/Model - GRUMMAN G-164B	Eng Make/Model - P & W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - 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 ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SIMMONS
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500 -UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 22000
SE LAND	Months Since - 9	Make/Model- 22000
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 10
		Last 30 Days- UNK/NR
		Last 90 Days- 300

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST CONTROL ON TAKEOFF ROLL, RAN OFF THE SIDE OF THE RUNWAY AND IMPACTED A DIRT BANK. THE AIRCRAFT CAME TO REST IN AN INVERTED POSITION. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1537

8/26/87

HOLLY GROVE, AR

A/C Reg. No. N8365K

Time (Lc1) - 1645 CDT

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

2. TERRAIN CONDITION - DIRT BANK

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1501 5/19/87 TOLLESON, AZ A/C Reg. No. N4034T Time (Lcl) - 0720 MST

-----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	0	1
Accident Occurred During	-STANDING	ON GROUND	Pass 0	0	0	0

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

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 305 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	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 - 17000 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 - 80	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 22100
SE LAND	Months Since - 13	Make/Model- 200
HELICOPTER	Aircraft Type - UH-12E	Instrument- 230
		Multi-Eng - 1500
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 10
		Rotorcraft - 4600

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE LANDED THE ACFT ON A PLATFORM ON TOP OF A CHEMICAL TANK TRUCK. THE TRUCK WAS PARKED ON A SLIGHT SLOPE WITH ITS LEFT SIDE SIX INCHES LOWER THAN THE RIGHT. THE PLT REDUCED POWER TO IDLE AND THE LOADER BEGAN TO LOAD THE HELICOPTER WITH LIQUID CHEMICAL. THE HELICOPTER'S TAIL BEGAN TO DROP AND BEFORE THE PLT COULD INCREASE POWER TO RESUME FLIGHT, THE HELICOPTER FELL OFF THE PLATFORM (A HEIGHT OF 12 FEET) AND WAS DESTROYED BY FIRE.

Brief of Accident (Continued)

File No. - 1501

5/19/87

TOLLESON,AZ

A/C Reg. No. N4034T

Time (Lcl) - 0720 MST

Occurrence #1

ROLL OVER

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. TERRAIN CONDITION - DOWNHILL
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - PILOT IN COMMAND
4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1583 6/18/87 RIMROCK, AZ A/C Reg. No. N5438L Time (Lcl) - 1717 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 - LANDING			0	0	0
					1
					2

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

Make/Model - GRUMMAN AA-5	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - UNK/NR	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	LAKE HAVASU CTY, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RIMROCK
Wind Dir/Speed- 230/020 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2184/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
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 - 69	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1950
SE LAND	Months Since - 4	Last 24 Hrs - 6
	Aircraft Type - AA5	Make/Model- 171
		Last 30 Days- 10
		Instrument- 0
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT OVERRAN THE RUNWAY WHILE ON A PERSONAL VFR CROSS-COUNTRY FLIGHT. THE PILOT INDICATED THAT HE ATTEMPTED A GO-AROUND AFTER A POOR APPROACH AND THAT THE TERRAIN OFF THE END OF THE RUNWAY ROSE FASTER THAN THE AIRCRAFT COULD CLIMB. A WITNESS OBSERVED THE AIRCRAFT TOUCH DOWN ON THE LAST 400 FEET OF THE RUNWAY AND THEN ROLL OFF THE DEPARTURE END. DENSITY ALTITUDE WAS 6,700 FEET MSL AND WINDS WERE REPORTED AS 230 DEGREES AT 20 KNOTS.

Brief of Accident (Continued)

File No. - 1583

6/18/87

RIMROCK,AZ

A/C Reg. No. N5438L

Time (Lcl) - 1717 MST

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. PLANNED APPROACH - POOR - PILOT IN COMMAND
 5. 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) 4,5

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. - 1564 7/05/87 WINDOW ROCK, AZ A/C Reg. No. N68WK Time (Lcl) - 0930 MDT

-----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	0

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

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

Make/Model - KIESEL MIDGET MUSTANG
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 937
No. of Seats - 1

Eng Make/Model - LYCOMING O-235-C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 115 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

WINDOW ROCK
Runway Ident - 02
Runway Lth/Wid - 7000/ 80
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1517
Last 24 Hrs - UNK/NR
Make/Model- 8
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- UNK/NR
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT LOST POWER SHORTLY AFTER TAKEOFF AND COLLIDED WITH A DIRT BANK DURING THE SUBSEQUENT FORCED LANDING. ENGINE EXAMINATION REVEALED AN OPEN INTAKE VALVE ON THE NUMBER 4 CYLINDER AND THE PILOT STATED A "BENT AND CRACKED CRANKSHAFT FROM A PRIOR ACCIDENT" WAS DISCOVERED DURING THE ENGINE EXAMINATION. THE ENGINE MANUFACTURER STATED THAT AN OPEN INTAKE VALVE COULD INDUCE SIGNIFICANT POWER LOSS BY ALLOWING EXHAUST GASSES TO PRESSURIZE THE INTAKE MANIFOLD, THEREBY ALTERING THE FUEL/AIR MIXTURE. THE MAINTENANCE RECORDS ESTABLISHED THAT THE AIRCRAFT HAD FLOWN ONLY NINE HOURS SINCE THE LAST CONDITION INSPECTION.

Brief of Accident (Continued)

File No. - 1564

7/05/87

WINDOW ROCK, AZ

A/C Reg. No. N68WK

Time (Lc1) - 0930 MDT

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, INTAKE - OPEN
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE; SUITABLE
-

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

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

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

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

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. - 1434 8/12/87 SAN SIMON, AZ A/C Reg. No. N7328Z Time (Lcl) - 1030 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

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

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

Make/Model - PIPER PA-25-235
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING D-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 320/004 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BOWIE, AZ
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 57
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 6500 Last 24 Hrs - 5
Make/Model- 1500 Last 30 Days- 25
Instrument- 50 Last 90 Days- 25
Multi-Eng - 200 Rotorcraft - 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PULL UP FROM AN AERIAL APPLICATION SWATH RUN, THE AIRCRAFT STRUCK A POWER LINE. THE ACCIDENT OCCURRED DURING DAYLIGHT IN VISUAL METEOROLOGICAL CONDITIONS.

Brief of Accident (Continued)

File No. - 1434

8/12/87

SAN SIMON, AZ

A/C Reg. No. N7328Z

Time (Lcl) - 1030 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

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

Brief of Accident

File No. - 1565 8/28/87 POSTON, AZ A/C Reg. No. N8275G Time (Lc1) - 2000 MST

-----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 - CESSNA 188B	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CAMP POSTON
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 19500
SE LAND, ME LAND	Months Since - 6	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- 35
		Last 90 Days- 200

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER LIFTOFF ONE PROPELLER BLADE SEPARATED FROM THE HUB NEAR THE OUTBOARD END OF THE ASSOCIATED FERRULE FITTING WHICH INDUCED A FAILURE OF THE CRANKSHAFT. THE PILOT MADE A FORCED LANDING, OVERRAN THE RUNWAY END AND NOSED OVER. METALLURGICAL ANALYSIS INDICATED THAT THE FAILURE WAS DUE TO A FATIGUE FRACTURE WITH MULTIPLE ORIGIN POINTS CAUSED BY A SCRATCH. THE ANALYSIS ALSO SUGGESTED THAT ALL BUT THE FIRST THREE FERRULE THREADS HAD BEEN REWORKED IN A POST MANUFACTURE HAND GRINDING PROCESS IN ACCORDANCE WITH A MCCAULEY SERVICE BULLETIN SPECIFYING A HAND GRINDING REWORK TO REMOVE SHARP THREADS IN THE FERRULE, WHICH HAD BEEN SHOWN TO PRODUCE PRIOR FATIGUE FRACTURES. IN THE AREA OF THE FATIGUE FRACTURE, THE FIRST THREE THREADS OF THE FERRULE WERE FOUND WITH SHARP EDGES. MAINTENANCE RECORDS DID NOT SHOW THE TOTAL TIME ON THIS PROPELLER SINCE MAJOR OVERHAUL.

Brief of Accident (Continued)

File No. - 1565

8/28/87

POSTON, AZ

A/C Reg. No. N8275G

Time (Lc1) - 2000 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION
3. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
4. MAINTENANCE, OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - CROP

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1410

9/07/87

AGUILA,AZ

A/C Reg. No. N53190

Time (Lcl) - 0800 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries
Fatal Serious Minor None

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

Fire
NONE

Crew
Pass

0
0

0
0

1
1

0
0

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

Make/Model - RYAN ST3KR
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1885
No. of Seats - 2

Eng Make/Model - KINNER R-56
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
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
CHANDLER,AZ
Destination
CORONA,CA

Airport Proximity
ON AIRPORT

Airport Data
HOUGH

Runway Ident - 15
Runway Lth/Wid - 1600/ 33
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 778
Last 24 Hrs - 4
Make/Model- 113
Last 30 Days- 13
Instrument- 4
Last 90 Days- 15
Multi-Eng - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A HARD LANDING AND BOUNCED. THE ACFT DRIFTED RIGHT BEFORE TOUCHING DOWN AGAIN. DIRECTIONAL CONTROL WAS LOST WHEN RT WHEEL WENT OFF THE RWY.

Brief of Accident (Continued)

File No. - 1410

9/07/87

AGUILA,AZ

A/C Reg. No. N53190

Time (Lc1) - 0800 MST

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

Finding(s)

1. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 2. FLARE - DELAYED - PILOT IN COMMAND
-

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

Finding(s)

3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1589

10/18/87

TUCSON, AZ

A/C Reg. No. N8779D

Time (Lcl) - 1130 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-22-160
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-B2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 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 - 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 - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

AVRA VALLEY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 28

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	180	Last 24 Hrs -	3
Make/Model-	117	Last 30 Days-	4	
Instrument-	0	Last 90 Days-	7	

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT THE ENGINE WOULD NOT START BY PRESSING THE STARTER SO HE DECIDED TO HAND PROP THE ENGINE. AFTER SEVERAL ATTEMPTS THE ENGINE FINALLY STARTED. THE ENGINE IMMEDIATELY INCREASED POWER AND THE AIRCRAFT JUMPED THE CHOCKS. THE NON-PILOT PASSENGER AT THE CONTROLS WAS UNABLE TO STOP THE AIRCRAFT BEFORE IT COLLIDED WITH A HANGAR. THERE WERE NO MECHANICAL MALFUNCTIONS/FAILURES REPORTED.

Brief of Accident (Continued)

File No. - 1589

10/18/87

TUCSON,AZ

A/C Reg. No. N8779D

Time (Lcl) - 1130 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. PASSENGER BRIEFING - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. OBJECT - AIRPORT FACILITY
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1546 10/27/87 CASA GRANDE, AZ A/C Reg. No. N4101E Time (Lcl) - 1725 MST

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

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

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

Make/Model - PIPER PA-18-150	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1625	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	CHANDLER, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1296
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - PA-28	Make/Model- 25
		Last 30 Days- 101
		Instrument- 73
		Last 90 Days- 351
		Multi-Eng - 27

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT, THE STUDENT WAS PERFORMING CLIMBS, DESCENTS AND TURNS WHEN THE ENGINE SPUTTERED AND LOST POWER. THE FLIGHT INSTRUCTOR TOOK CONTROL OF THE AIRCRAFT BUT WAS UNABLE TO RESTART THE ENGINE. THE AIRCRAFT WAS LANDED ON A DIRT ROAD WHERE IT COLLIDED WITH A RISE IN THE TERRAIN. EXAMINATION OF THE ENGINE REVEALED THE ENGINE RAN NORMALLY EXCEPT FOR THE IDLE SPEED WAS 500 RPM (SLIGHTLY LOW) AND THE IDLE MIXTURE APPEARED TO BE SLIGHTLY LEAN.

Brief of Accident (Continued)

File No. - 1546

10/27/87

CASA GRANDE, AZ

A/C Reg. No. N4101E

Time (Lcl) - 1725 MST

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

Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR -

2. MAINTENANCE, ADJUSTMENT - IMPROPER -

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - 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. - 1521 1/13/87 PACOIMA, CA A/C Reg. No. N112DW Time (Lcl) - 0715 PST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520R	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 - 310 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	LANCASTER, CA	WHITMAN AIRPARK
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 12
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3725/ 40
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3025
SE LAND	Months Since - 6	Make/Model- 98
GLIDER	Aircraft Type - C-185	Instrument- 61
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 9
		Last 90 Days- 28
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB AFTER TAKEOFF THE AIRCRAFT EXPERIENCED A COMPLETE LOSS OF POWER. THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT AND COLLIDED WITH A LARGE WAREHOUSE. THE AIRFRAME WAS TOTALLY CONSUMED IN THE POST CRASH FIRE. EXAMINATION OF THE ENGINE REVEALED THE SPARK PLUGS WERE EXCESSIVELY WORN WITH ELECTRODE GAPS MEASURED AT GREATER THAN .025 INCHES. MAXIMUM SERVICEABLE GAP FOR THE PLUGS IS .021 INCHES, WITH THE MOST DESIRED GAP RANGE FROM .016 TO .019. THE MAINTENANCE RECORDS NOTED THAT THE LAST TIME NEW PLUGS WERE INSTALLED WAS IN NOVEMBER OF 1982, 493 HOURS PRIOR TO THE ACCIDENT. THE PLUGS WERE RECONDITIONED IN JULY OF 1984, 392 HOURS PRIOR TO THE ACCIDENT. THE PLUG MANUFACTURER INDICATES THAT GAPS IN EXCESS OF .025 REQUIRE EXCESSIVE VOLTAGE TO FIRE UNDER CYLINDER TEMPERATURE AND PRESSURE CONDITIONS AT TAKEOFF POWER.

Brief of Accident (Continued)

File No. - 1521

1/13/87

PACOIMA,CA

A/C Reg. No. N112DW

Time (Lc1) - 0715 PST

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

Finding(s)

1. IGNITION SYSTEM, SPARK PLUG - WORN
 2. MAINTENANCE - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - NONE SUITABLE
-

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

Finding(s)

4. OBJECT - BUILDING(NONRESIDENTIAL)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1436

2/19/87

COALINGA, CA

A/C Reg. No. N46991

Time (Lcl) - 0830 PST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION				
Flight Conducted Under	-14 CFR 137	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Make/Model - HILLER OH23D

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 3

Eng Make/Model - ALLISON 250-C20

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 400 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

COALINGA

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500

Make/Model- 400

Instrument- 83

Multi-Eng - 40

Last 24 Hrs - 4

Last 30 Days- UNK/NR

Last 90 Days- 64

Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT BEFORE HE BEGAN THE AGRICULTURAL AERIAL APPLICATION FLIGHT HE NOTED THAT THE FUEL GAUGE WAS INOPERATIVE. THE PLT COMPLETED TWO FLIGHTS, RETURNING TO THE LOADING AREA AFTER EACH FLIGHT. AFTER COMPLETING THE THIRD FLIGHT AND WHILE RETURNING TO THE LOADING AREA THE ENGINE SUSTAINED A TOTAL POWER LOSS. DURING THE ENSUING AUTOROTATION THE PLT FLARED TOO HIGH AND LOST TAIL ROTOR AUTHORITY. THE TAIL ROTOR STRUCK A RISING EMBANKMENT AND THE HELICOPTER SUSTAINED A HARD LANDING ON ITS RIGHT SKID. THE POST-ACCIDENT INVESTIGATION DISCLOSED THAT THE FUEL TANK AND THE FUEL CONTROL INLET LINES DID NOT CONTAIN ANY FUEL.

Brief of Accident (Continued)

File No. - 1436

2/19/87

COALINGA, CA

A/C Reg. No. N46991

Time (Lc1) - 0830 PST

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

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. FLUID, FUEL - EXHAUSTION
4. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION

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

Finding(s)

6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
7. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND

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

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

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. - 1514 3/08/87 DELANO, CA A/C Reg. No. N99232 Time (Lcl) - 1211 PST

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

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

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

Make/Model - HILLER OH-23G	Eng Make/Model - LYCOMING VO-540-C1A	ELT Installed/Activated - NO	-N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 3	Rated Power - 305 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- 300/005 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 - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4700
SE LAND	Months Since - 7	Make/Model- 1600
HELICOPTER ,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) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT RETURNED TO THE LOADING TRUCK FOR APPROXIMATELY 5 ADDITIONAL GALLONS OF CHEMICAL TO FINISH THE APPLICATION. THE LOADER; HOWEVER, LOADED 70 GALLONS AND WHEN THE PILOT TOOK OFF THE ROTOR RPM BEGAN TO BLEED OFF. THE PILOT ATTEMPTED UNSUCCESSFULLY TO RELAND ON THE TRUCK BY BACKING THE HELICOPTER. HE OVERSHOT THE LANDING AREA AND COLLIDED WITH NEARBY TREES. INVESTIGATION REVEALED NO MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1514

3/08/87

DELAND,CA

A/C Reg. No. N99232

Time (Lc1) - 1211 PST

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

Finding(s)

1. AIRCRAFT SERVICE - IMPROPER -
2. ROTOR RPM - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INATTENTIVE - 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)

4. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
6. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1435 3/08/87 HEMET, CA

A/C Reg. No. N9726Z

Time (Lcl) - 1413 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew Pass
NONE 0 0

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

Make/Model - PRUE STANDARD UNKNOWN
Landing Gear - HULL
Max Gross Wt - 850
No. of Seats - 1

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

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- 290/005 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - UNK/NR
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE

GLIDER

Age - 50

Biennial Flight Review

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

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	- 38	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SOARING FLIGHT, THE ACFT WAS SEEN BY A WITNESS TO BE IN A VERTICAL DIVE AND APPEARED TO BE INTACT WHEN IT IMPACTED THE TERRAIN. INSPECTION OF THE AIRCRAFT REVEALED NO CONTROL SYSTEM MALFUNCTIONS. THE PLTS FLT TIME WAS 38 HRS AS OF 2/5/85 THE DATE OF HIS LAST MEDICAL EXAM. NO FURTHER RECORD.

Brief of Accident (Continued)

File No. - 1435

3/08/87

HEMET, CA

A/C Reg. No. N9726Z

Time (Lc1) - 1413 PDT

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

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

Finding(s)
2. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1454 3/10/87 PALMDALE, CA A/C Reg. No. N1103V Time (Lcl) - 1345 PST

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

Type Operating Certificate-EXTERNAL LOAD

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 133
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire NONE

Fatal

Crew 0
Pass 0

Injuries

Serious	Minor	None
0	0	1
0	0	0

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

Make/Model - HUGHES 269D
Landing Gear - HIGH SKID
Max Gross Wt - 3000
No. of Seats - 5

Eng Make/Model - ALLISON 250C-20B
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 - 260/012 KTS

Visibility - 40.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - COMPANY (VFR)

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - ROUGH

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 27

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - H-500D

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1428

Make/Model - 600

Instrument - 52

Last 24 Hrs - 5

Last 30 Days - 80

Last 90 Days - 220

Rotorcraft - 1400

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN EXTERNAL LOAD OPERATION, THE ENGINE LOST POWER. THE AIRCRAFT COLLIDED WITH THE TERRAIN AND ROLLED OVER. INSPECTION OF THE ENGINE REVEALED AN OVERTEMPERATURE TO THE FIRST AND SECOND STAGE TURBINE WHEEL AIRFOILS.

Brief of Accident (Continued)

File No. - 1454

3/10/87

PALMDALE, CA

A/C Reg. No. N1103V

Time (Lc1) - 1345 PST

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

Finding(s)

1. TURBINE ASSEMBLY, TURBINE BLADE - OVERTEMPERATURE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1449 3/31/87 SAN LUIS OBISPO, CA A/C Reg. No. N792JB Time (Lcl) - 1550 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BOWERS FLYBABY 1A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1020
No. of Seats - 1

Eng Make/Model - CONTINENTAL A75-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 75 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 - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 219	Last 24 Hrs - UNK/NR
Make/Model- 30	Last 30 Days- UNK/NR
Instrument- 1	Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLT IN AN EXPERIMENTAL ACFT, DURING THE TAKEOFF ROLL, THE ENG SPUTTERED, HOWEVER, THE PLT CONTINUED THE FLT. AFTER TAKEOFF AT APRX 30 FT THE ENG SPUTTERED AGAIN. THE PLT MADE A SHARP 45 DEG TURN WHICH PUT HIM ON DOWNWIND, HOWEVER, THE ACFT WAS KEPT IN A NOSE HIGH ATTITUDE. AT APRX 300 FT THE ENG SPUTTERED AGAIN THEN QUIT. THE LEFT WING DROPPED AND THE ACFT COMPLETED ONE TURN AND IMPACTED THE TERRAIN IN A 70 DEG NOSE DOWN ATTITUDE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 1449

3/31/87

SAN LUIS OBISPO, CA

A/C Reg. No. N792JB

Time (Lcl) - 1550 PST

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

Finding(s)

1. UNDETERMINED

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. STALL/SPIN - UNCONTROLLED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1476 4/19/87 LONG BEACH, CA A/C Reg. No. N25331 Time (Lcl) - 1441 PDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	TORRANCE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	LONG BEACH
Wind Dir/Speed- 240/010 KTS	ATC/Airspace	Runway Ident - 25R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6192/ 200
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	TOUCH AND GO	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 59
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 59
		Last 30 Days- 11
		Instrument- 2
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MAKING PRACTICE LANDINGS, THE STUDENT PILOT FAILED TO MAINTAIN FLYING SPEED DURING THE FINAL STAGES OF HIS SECOND APPROACH. THE AIRCRAFT STALLED INADVERTENTLY ABOUT 15 FEET ABOVE THE RUNWAY AND LANDED HARD ON THE NOSE WHEEL.

Brief of Accident (Continued)

File No. - 1476

4/19/87

LONG BEACH, CA

A/C Reg. No. N25331

Time (Lcl) - 1441 PDT

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
3. FLARE - MISJUDGED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1513

4/24/87

IMPERIAL, CA

A/C Reg. No. N4194X

Time (Lcl) - 0605 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	0	0	1
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-DESCENT	0	0	0	0

Fire
IN FLIGHT

Crew
Pass

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

Make/Model - ROCKWELL S2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
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 - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 090/001 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

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

Age - 35
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 5723	Last 24 Hrs - 12
Make/Model- 4550	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 50
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION APPLYING SULPHUR, THE SULPHUR IGNITED INFLIGHT. THE PILOT TURNED THE AIRCRAFT BACK TOWARD THE AIRPORT; HOWEVER, THE COCKPIT FILLED WITH SMOKE AND THE PILOT DECIDED TO LAND ON A ROAD. DUE TO THE EXTENT OF FIRE DAMAGE IT COULD NOT BE DETERMINED HOW THE SULPHUR IGNITED. THE PILOT REPORTED NO MECHANICAL FAILURES OR MALFUNCTIONS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1513

4/24/87

IMPERIAL, CA

A/C Reg. No. N4194X

Time (Lcl) - 0605 PDT

Occurrence #1

FIRE

Phase of Operation

MANEUVERING - AERIAL APPLICATION

Finding(s)

1. FUSELAGE, CARGO COMPARTMENT - FIRE
2. FUSELAGE, CREW COMPARTMENT - SMOKE

-----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. - 1475 4/25/87 LAKE RIVERSIDE, CA A/C Reg. No. N189L Time (Lcl) - 1400 PDT

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

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

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

Make/Model - FRIMELT WERNER MONI 164	Eng Make/Model - KFM 107E	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 20 HP	

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

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

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

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 201
SE LAND	Months Since - 14	Make/Model- 40
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

JUST AFTER TAKE OFF OF A HOMEBUILT, EXPERIMENTAL ACFT, A WITNESS OBSERVED THE ACFT AT APRX 150 FT AGL INITIATE A 15 DEG TURN TO THE RIGHT. IMMEDIATELY THEREAFTER THE ACFT PITCHED DOWN SLIGHTLY AND BEGAN TO LOSE ALTITUDE, THEN ABRUPTLY ENTERED A SPIN AND COLLIDED WITH THE TERRAIN. INSPECTION OF THE ENGINE REVEALED THAT THE FUEL VALVE WAS IN THE OFF POSITION. THE PLT ALSO MADE A STATEMENT THAT THE ACFT HAD HAD CHOKE PROBLEMS IN THE PAST THAT CAUSED THE ENG TO QUIT IN FLT, BUT WAS RESTARTED BEFORE AN EMERGENCY LANDING WAS MADE. THE PLT FOUND THAT THE CHOKE WAS STICKING. AFTER THE PLT REROUTED IT HE SAID THAT "IT SEEMED TO WORK BETTER, BUT IT NEVER DID WORK CORRECTLY."

Brief of Accident (Continued)

File No. - 1475

4/25/87

LAKE RIVERSIDE, CA

A/C Reg. No. N189L

Time (Lcl) - 1400 PDT

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

Finding(s)

1. FUEL SYSTEM, FUEL SHUTOFF - BINDING (MECHANICAL)
 2. FLUID, FUEL - STARVATION
-

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

Finding(s)

3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - DISREGARDED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 1474 4/26/87 FULLERTON, CA A/C Reg. No. N2936C Time (Lcl) - 1508 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	2

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

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

Eng Make/Model - CONTINENTAL O-470K
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 - UNK/NR
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC

Wind Dir/Speed- 240/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HESPERIA, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
FULLERTON

Runway Ident - 24
Runway Lth/Wid - 3121/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

	Flight Time (Hours)	
Total	- 64	Last 24 Hrs - 5
Make/Model-	64	Last 30 Days- 13
Instrument-	3	Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT REPORTED THAT A GUST OF WIND TURNED THE AIRCRAFT LEFT JUST PRIOR TO TOUCHDOWN ON RUNWAY 24. HE WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING THE LANDING ROLL AND THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY. THE REPORTED SURFACE WINDS WERE 240 DEGREES AT 7 KNOTS.

Brief of Accident (Continued)

File No. - 1474

4/26/87

FULLERTON, CA

A/C Reg. No. N2936C

Time (Lc1) - 1508 PDT

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - NOT MAINTAINED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. GO-AROUND - NOT PERFORMED - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1512 4/27/87 GRIDLEY, CA A/C Reg. No. N5644X Time (Lcl) - 0830 PDT

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

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

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

Make/Model - AERO COMMANDER S2R	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/010 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 - 65	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND	Months Since - 10	Make/Model- 2000
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- 32
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF FROM A FARMER'S FIELD THE AIRCRAFT'S ENGINE LOST POWER. THE AIRCRAFT WAS UNABLE TO CLEAR A LEVEE, STRUCK THE LEVEE AND CAME TO REST IN A RICE FIELD. THE AIRCRAFT'S FUEL PUMP WAS REMOVED AND TESTED. AFTER ONE MINUTE OF OPERATION THE PUMP PRESSURE DECREASED TO BELOW MINIMUM OPERATING LIMITS. NO OTHER PREIMPACT MALFUNCTIONS/FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1512

4/27/87

GRIDLEY, CA

A/C Reg. No. N5644X

Time (Lc1) - 0830 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF

Finding(s)

1. FUEL SYSTEM, PUMP - FAILURE, TOTAL

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

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. - 1473 5/08/87 COALINCA, CA A/C Reg. No. N7872R Time (Lcl) - 1420 PDT

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

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

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

Make/Model	- BEECH A65	Eng Make/Model	- LYCOMING IO-720	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 400 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/007 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 4000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAME AS ACC/INC</p> <p>Destination</p> <p>STRATFORD, 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>ON AIRPORT</p> <p>Airport Data</p> <p>HARRIS RANCH</p> <p>Runway Ident - 32</p> <p>Runway Lth/Wid - 2820/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 60</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 23</p> <p>Aircraft Type - B-65</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 7510</p> <p>Make/Model- 1420</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - 5325</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT ATTEMPTED TO TAKEOFF FROM THE 2,820 FOOT RUNWAY WITH A MAKESHIFT FLIGHT CONTROL GUST LOCK IN PLACE. HE WAS UNABLE TO LIFTOFF WITH THE CONTROLS LOCKED AND THE NOSE GEAR COLLAPSED WHEN THE AIRCRAFT OVERRAN THE RUNWAY ONTO THE ROUGH/UNEVEN TERRAIN.

Brief of Accident (Continued)

File No. - 1473

5/08/87

COALINCA,CA

A/C Reg. No. N7872R

Time (Lcl) - 1420 PDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROL SURFACES/ATTACHMENTS - LOCKED
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FLIGHT CONTROL, GUST LOCK - NOT REMOVED
4. LIFT-OFF - NOT POSSIBLE -

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1517 5/08/87 LAMBERTSVILLE, CA A/C Reg. No. N4623 Time (Lc1) - 1500 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - GRUMMAN G-164A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6000
No. of Seats - 1

Eng Make/Model - P&W R1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

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

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

Weather Data

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - G-164A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9852 Last 24 Hrs - 10
Make/Model- 9000 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT SHORTLY AFTER TAKEOFF THE ENGINE "CUT OUT" SEVERAL TIMES THEN QUIT COMPLETELY. THE PILOT MADE AN EMERGENCY LANDING ON A PLOWED FIELD AND DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE ACCIDENT WAS NOT REPORTED FOR 4 DAYS AND DURING THIS TIME THE OPERATOR PARTIALLY DISASSEMBLED THE AIRCRAFT. THE ENGINE WAS REMOVED AND TEST RUN. NO PREIMPACT MALFUNCTIONS/FAILURES WERE FOUND. THE ENGINE WAS FOUND TO OPERATE WITHIN NORMAL PARAMETERS SET BY THE MANUFACTURER. THERE WERE NO OTHER ABNORMALITIES FOUND.

Brief of Accident (Continued)

File No. - 1517

5/08/87

LAMBERTSVILLE,CA

A/C Reg. No. N4623

Time (Lc1) - 1500 PDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1582 6/15/87 LONG BEACH, CA A/C Reg. No. N115RJ Time (Lcl) - 1145 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	2
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-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 250/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 26.0 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 - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 540
SE LAND, ME LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - PA-44	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT DITCHED IN THE PACIFIC OCEAN WHILE ON A VFR INSTRUCTIONAL FLIGHT. BOTH PILOTS INDICATED THAT THE ENGINE STOPPED ABRUPTLY AND THEY WERE UNABLE TO RESTART IT. THE PROPELLER WOULD NOT TURN WHEN THE STARTER WAS ENGAGED, NOR WOULD IT WINDMILL. THE CFI DITCHED THE AIRPLANE AND THEN ASSISTED THE STUDENT PILOT OUT OF THE AIRCRAFT THROUGH HIS EXIT. THE STUDENT PILOT HAD INDICATED THAT SHE WAS UNABLE TO OPEN HER DOOR OR UNFASTEN HER SEAT BELT ALTHOUGH SHE SUSTAINED NO INJURY. THE CFI AND THE STUDENT PILOT THEN TREADED WATER FOR APPROXIMATELY 15 MINUTES BEFORE THEY WERE RESCUED BY A BOAT. BOTH PILOTS REPORTED THAT THERE WAS NO FLOATATION DEVICES ABOARD THE AIRCRAFT AT THE TIME OF THE ACCIDENT. THE AIRCRAFT WAS UNABLE TO BE LOCATED AFTER IT SANK AND THEREFORE WAS NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1582

6/15/87

LONG BEACH, CA

A/C Reg. No. N115RJ

Time (Lcl) - 1145 PDT

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED

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

Finding(s)

2. STARTING PROCEDURE - NOT POSSIBLE -

Occurrence #3 DITCHING
Phase of Operation LANDING

Finding(s)

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

-----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. - 1511 7/11/87 WINTER, CA A/C Reg. No. N102 Time (Lcl) - 1745 PDT

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

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

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

Make/Model	- BUDDE CASSUTT CB-1	Eng Make/Model	- CONTINENTAL O-200	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 800	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 100 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	YOLO COUNTY, CA	
Wind Dir/Speed	- 360/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current	- UNK/NR	Total - 12000
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model - 12
	Aircraft Type	- UNK/NR	Instrument - 1100
			Multi-Eng - 8000
			Last 24 Hrs - 0
			Last 30 Days - 80
			Last 90 Days - 237
			Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A HOMEBUILT CASSUTT RACER CRASHED DURING INITIAL TAKEOFF CLIMB AFTER A LOSS OF POWER. THE PILOT ASSEMBLED THE EXPERIMENTAL RACING AIRPLANE IN PREPARATION FOR A FLIGHT TO AN AIR RACE AND HAD COMPLETED A SERIES OF STARTS AND RUN-UPS. 'EVERYTHING CHECKED NORMAL' AND THE PILOT TOOK OFF. THE ENGINE POPPED TWICE AND QUIT AT APPROXIMATELY 50-75 FEET AGL. THE AIRPLANE IMPACTED HILLY TERRAIN IN A RIGHT BANK NOSE DOWN.

Brief of Accident (Continued)

File No. - 1511

7/11/87

WINTER,CA

A/C Reg. No. N102

Time (Lcl) - 1745 PDT

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

Finding(s)
1. POWERPLANT - UNDETERMINED

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

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1584

7/20/87

MILPITAS, CA

A/C Reg. No. N91338

Time (Lcl) - 1230 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - PIPER PA-28-161

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 270/008 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE, CA

Destination

CONCORD, CA

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

REID HILLVIEW

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 50

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	101	Last 24 Hrs -	3
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Make/Model-	101	Last 30 Days-	16
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Instrument-	0	Last 90 Days-	49
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE CLIMBING TO CRUISE PLT HEARD A LOUD KNOCKING NOISE FOLLOWED BY "VIOLENT VIBRATIONS" & A LOSS OF POWER. PLT MADE A FRCD LNDING IN A NEWLY EXCAVATED CONSTRUCTION SITE & WENT OVER AN EMBANKMENT. INVES REVEALED DEFORMATION OF THE #4 CYLINDER VALVE COVER. #4 EXHAUST VALVE ROCKER ARM WAS FOUND TO BE BROKEN. REVIEW OF ACFT MAINTENANCE RECORDS REVEALED THAT AD 87-10-06 WHICH INCORPORATES LYCOMING SERVICE BULLETIN (SB) 477A WAS ACCOMP 78.7 HRS PRIOR TO THE ACCIDENT. THE SB REQUIRES ROCKER ARMS THAT DO NOT HAVE A WALL THICKNESS OF .075 BE REPLACED. IF THE ROCKER ARM PASSES THE THICKNESS EXAM THE ROCKER ARM OIL DRIP HOLE OUTER EDGE MUST BE "BURRED" TO THE APPROX .030 RADIUS PRIOR TO REASSEMBLY. THE ROCKER ARM WAS MEASURED USING A ROUND ANVIL MICROMETER. THE MEASUREMENT MET THE MIN DIMENSION OF .075. AFTER THE ACCIDENT, MET LAB EXAM REVEALED FRACTURE FEATURES OF HIGH CYCLE FATIGUE & OVERSTRESS. THE ORIGIN OF THE FATIGUE WAS TRACED TO THE REWORKED OIL DRIP HOLE WHICH DID NOT MEET .030 RADIUS. THE WALL THICKNESS MEASURED .055 USING A MEASURING MICROSCOPE.

Brief of Accident (Continued)

File No. - 1584

7/20/87

MILPITAS, CA

A/C Reg. No. N91338

Time (Lcl) - 1230 PDT

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

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FRACTURED
 2. MAINTENANCE,COMPLIANCE WITH AD - IMPROPER - OTHER MAINTENANCE PSNL
 3. MAINTENANCE,SERVICE BULLETINS - INADEQUATE - MANUFACTURER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----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. - 1510 8/04/87 HAWTHORNE, CA A/C Reg. No. N4388K Time (Lcl) - 1025 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

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

Eng Make/Model - CONTINENTAL E-185-9
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/007 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VISALIA, CA
Destination
TORRANCE, CA

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAWTHORNE
Runway Ident - 07
Runway Lth/Wid - 4956/ 100
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 - 10
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	432
Make/Model-	210
Instrument-	22
Multi-Eng -	UNK/NR
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	71
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE CROSS COUNTRY FLT, THE ENG SPUTTERED THEN REGAINED FULL PWR. THE PLT TURNED TOWARD A NEARBY ARPT AND WAS CLEARED TO LAND. EN ROUTE TO THE ARPT THE ENGINE LOST FULL POWER. WHEN THE PILOT THOUGHT HE COULD MAKE THE RWY HE EXTENDED THE LANDING GEAR AND FULL FLAPS, HOWEVER, THE ACFT BEGAN TO DESCEND MORE RAPIDLY AND THE ACFT WAS UNABLE TO LAND AT THE AIRPORT AND LANDED ON A CITY STREET WHERE IT COLLIDED WITH AN ONCOMING VEHICLE. INVESTIGATION REVEALED NO FUEL IN THE FUEL SYSTEM AND WHEN TESTED THE ENGINE DRIVEN FUEL PUMP LEAKED FUEL AT THE SEALS.

Brief of Accident (Continued)

File No. - 1510

8/04/87

HAWTHORNE,CA

A/C Reg. No. N4388K

Time (Lc1) - 1025 PDT

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

Finding(s)

1. FUEL SYSTEM,PUMP - LEAK
 2. FLUID,FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
 5. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - VEHICLE
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1451 8/12/87 INDEPENDENCE,CA A/C Reg. No. N9039A Time (Lcl) - 1100 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA 170A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2050
No. of Seats - 4

Eng Make/Model - FRANKLIN O-300
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 165 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 290/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTERVILLE,CA
Destination
BISHOP,CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

INDEPENDENCE
Runway Ident - 14
Runway Lth/Wid - 3245/ 40
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-170A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 279
Last 24 Hrs - 2
Make/Model- 200
Last 30 Days- 5
Instrument- 1
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLIGHT, THE PLT STATED THAT EN ROUTE THE ENGINE SUDDENLY LOST PARTIAL POWER. THE PLT MADE A 180 DEGREE TURN TO TRY AN EMERGENCY LANDING AT A NEARBY AIRPORT, HOWEVER, THE PLT REALIZED THAT HE WOULD BE SHORT OF THE RWY. THE PLT LANDED THE ACFT IN AN OPEN FIELD. THE ACFT BOUNCED SEVERAL TIMES THEN NOSED OVER. THE ENGINE HAD BEEN REMOVED TO ANOTHER STATE PRIOR TO AN OFFICIAL EXAMINATION. THE CAUSE OF THE ENGINE FAILURE IS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1451

8/12/87

INDEPENDENCE,CA

A/C Reg. No. N9039A

Time (Lc1) - 1100 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. PLANNED APPROACH - POOR - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - OPEN FIELD
4. RECOVERY FROM BOUNCED LANDING - 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) 1,4

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. - 1411 8/27/87 BERMUDA DUNES, CA A/C Reg. No. N6751D Time (Lcl) - 1520 PDT

-----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	- BEECH B-60	Eng Make/Model	- LYCOMING TIO-541	ELT Installed/Activated	- YES/NO
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		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	ONTARIO, CA		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BERMUDA DUNES	
Wind Dir/Speed	- 120/012 KTS	ATC/Airspace	Runway Ident	- 11
Visibility	- 40.0 SM	Type of Flight Plan	Runway Lth/Wid	- 4005/ 60
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
Obstructions to Vision	- NONE	FULL STOP		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 1554
SE LAND, ME LAND	Months Since - 16	Make/Model	- 127
	Aircraft Type - B-60	Instrument	- 155
		Multi-Eng	- 689
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RIGHT MAIN LANDING GEAR HIT THE RUNWAY LIP UPON TOUCHDOWN ON RUNWAY 11 AND COLLAPSED. AT THE TIME OF THE ACCIDENT THE RUNWAY'S OVERRUN AREA WAS UNDER CONSTRUCTION AND THERE WAS A NINE INCH LIP AT THE RUNWAY END. THE PILOT WAS AWARE OF THE CONSTRUCTION PROJECT.

Brief of Accident (Continued)

File No. - 1411

8/27/87

BERMUDA DUNES, CA

A/C Reg. No. N6751D

Time (Lc1) - 1520 PDT

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

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. RUNWAY MAINTENANCE - ENCOUNTERED - PILOT IN COMMAND

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

Finding(s)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1412	9/02/87	UPLAND, CA	A/C Reg. No. N757HK	Time (Lcl) - 0900 PDT
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-----Basic Information-----

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

-----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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/005 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 15000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - WET</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND</p>	<p>Age - 23</p> <p>Biennial Flight Review Current - YES Months Since - 6 Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 569</td> <td>Last 24 Hrs - 3</td> </tr> <tr> <td>Make/Model- 238</td> <td>Last 30 Days- 66</td> </tr> <tr> <td>Instrument- 42</td> <td>Last 90 Days- 214</td> </tr> <tr> <td>Multi-Eng - 23</td> <td></td> </tr> </table>	Total - 569	Last 24 Hrs - 3	Make/Model- 238	Last 30 Days- 66	Instrument- 42	Last 90 Days- 214	Multi-Eng - 23	
Total - 569	Last 24 Hrs - 3									
Make/Model- 238	Last 30 Days- 66									
Instrument- 42	Last 90 Days- 214									
Multi-Eng - 23										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DUAL INSTRUCTION FLIGHT COMPLETED 2 FULL STOP LANDINGS ON RUNWAY 06 AT THE CABLE AIRPORT. ON THE NEXT TAKEOFF THE FLIGHT ENCOUNTERED A DOWNDRAFT AFTER TURNING ON THE CROSSWIND LEG. THE INSTRUCTOR PILOT TOOK THE CONTROLS AND TURNED TO THE DOWNWIND LEG BUT THE SETTLING PERSISTED. ALTHOUGH NO MECHANICAL MALFUNCTIONS WERE REPORTED, THE INSTRUCTOR DID NOT CONSIDER THAT HE COULD MAKE IT BACK TO THE AIRPORT. HE ELECTED TO EXECUTE A FORCED LANDING ON UNSUITABLE TERRAIN.

Brief of Accident (Continued)

File No. - 1412

9/02/87

UPLAND, CA

A/C Reg. No. N757HK

Time (Lc1) - 0900 PDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

Occurrence #2 FORCED LANDING
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1520 9/08/87 AVENAL, CA A/C Reg. No. N7962D Time (Lcl) - 1700 PDT

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

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

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

Make/Model	- BEECH H35	Eng Make/Model	- CONTINENTAL IO-470-E	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP		
Method	- N/A	LAKEPORT, CA			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAN CARLOS, CA	AVENAL		
Wind Dir/Speed	- 150/009 KTS		Runway Ident	- 30	
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/wid	- 2880/ 100	
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- NONE	Runway Surface	- GRAVEL
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FORCED LANDING		
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1705	Last 24 Hrs - 3
SE LAND	Months Since - 5	Make/Model- 1266	Last 30 Days- 6
	Aircraft Type - H35	Instrument- 92	Last 90 Days- 43

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE FLIGHT, THE PILOT NOTED THAT THE OIL PRESSURE WAS READING LOW. THE PILOT DECIDED TO MAKE A 180 DEGREE TURN TO LAND AT A NEARBY AIRPORT. EN ROUTE THE OIL PRESSURE CONTINUED TO DROP. DURING THE FIRST LANDING ATTEMPT THE PILOT STATED THE AIRCRAFT WAS "TOO HIGH" AND DECIDED TO GO-AROUND. ON THE SECOND APPROACH, THE ENGINE QUIT AND THE AIRCRAFT COLLIDED WITH THE TERRAIN SHORT OF THE RUNWAY. INSPECTION OF THE ENGINE REVEALED NO OIL LEAKAGE OF SPILLS. THERE WERE NO OTHER MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 1520

9/08/87

AVENAL,CA

A/C Reg. No. N7962D

Time (Lcl) - 1700 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. POWERPLANT - UNDETERMINED
 2. FLUID,OIL - PRESSURE TOO LOW
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1540

9/24/87

TECOPA,CA

A/C Reg. No. N2699S

Time (Lcl) - 1445 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - CESSNA 340A

Eng Make/Model - CONTINENTAL TSIO-520-NB

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5975

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 310 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/005 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

SANDY VALLEY,NV

Destination

SUN VALLEY,ID

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SKY RANCH ESTATES

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 61

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2960

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A DUAL ENGINE FAILURE OCCURRED AFTER THE FIRST REDUCTION IN POWER AT ABOUT 200 FEET AGL. THE AIRCRAFT THEN DESCENDED TO THE GROUND. NO MECHANICAL REASON FOR THE LOSS OF POWER COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1540

9/24/87

TECOPA, CA

A/C Reg. No. N2699S

Time (Lcl) - 1445 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB

Finding(s)

1. 2 ENGINES -
 2. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1452 10/07/87 FULLERTON, CA A/C Reg. No. N62008 Time (Lcl) - 1818 PDT

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

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

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

Make/Model - MAULE M-5-210C	Eng Make/Model - CONTINENTAL IO360-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 210 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/006 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DUSK</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">FULLERTON</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 3121/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 161
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 51
		Instrument- 4
		Last 30 Days- 53
		Last 90 Days- 111

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLT, JUST AFTER TAKE-OFF, THE ACFT WAS OBSERVED TO CLIMB OUT AT AN EXTREMELY HIGH RATE. THE ACFT LEVELED OFF MOMENTARILY, AND THE LEFT WING DROPPED. THE ACFT BEGAN TO DESCEND AND COLLIDED WITH THE RUNWAY AND TWO PARKED ACFT.

Brief of Accident (Continued)

File No. - 1452

10/07/87

FULLERTON,CA

A/C Reg. No. N62008

Time (Lcl) - 1818 PDT

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

Finding(s)

1. PROPER CLIMB RATE - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. TERRAIN CONDITION - RUNWAY
 4. OBJECT - AIRCRAFT PARKED
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1503 10/16/87 SAN MATEO, CA

A/C Reg. No. N9097P

Time (Lcl) - 1603 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	1	0

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

Make/Model - PIPER PA-24-260
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALO ALTO, 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 - VFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

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

Pilot-In-Command

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

Age - 49
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	4039
Make/Model-	2070
Instrument-	800
Last 24 Hrs -	0
Last 30 Days-	4
Last 90 Days-	12

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE OVER THE OCEAN, THE PILOT NOTED THAT THE ENGINE DID NOT SOUND RIGHT AND THAT THE OIL PRESSURE INDICATION HAD DROPPED TO ZERO. SHORTLY AFTERWARD, THE ENGINE BEGAN TO VIBRATE VIOLENTLY AND SEIZED. THE PILOT PLANNED FOR A FORCED LANDING TO AN OPEN FIELD BECAUSE OF TRAFFIC ON HIGHWAYS. THE PILOT ELECTED TO MAKE AN INTENTIONAL WHEELS-UP LANDING ON UPSLOPING TERRAIN, RESULTING IN A HARD LANDING. EXAMINATION OF THE ENGINE DISCLOSED ABOUT 2 HANDFULS OF METAL FLAKES IN THE OIL SUMP WITH THE OIL PUMP PICKUP SCREEN CLOGGED BY METAL FLAKES. THERE WERE NO METAL FLAKES IN THE ENGINE OIL FILTER. THE NO 6 CONNECTING ROD HAD FAILED AND PENETRATED THE ENGINE CASE. THE EVIDENCE INDICATED THAT THE ENGINE FAILURE WAS INITIATED BY THE FAILURE OF A CONNECTING ROD BEARING. THE ENGINE HAD BEEN OPERATED 23 HOURS SINCE THE MOST RECENT ANNUAL INSPECTION.

Brief of Accident (Continued)

File No. - 1503

10/16/87

SAN MATEO, CA

A/C Reg. No. N9097P

Time (Lcl) - 1603 PDT

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

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL
2. ENGINE ASSEMBLY, CRANKCASE - CONTAMINATION
3. LUBRICATING SYSTEM, OIL FILTER/SCREEN - BLOCKED(TOTAL)
4. FLUID, OIL - STARVATION
5. ENGINE ASSEMBLY, CONNECTING ROD - OVERTEMPERATURE
6. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. TERRAIN CONDITION - UPHILL
9. WHEELS UP LANDING - INTENTIONAL - 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

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. - 1588 10/18/87 CARPENTERIA,CA A/C Reg. No. N11176 Time (Lcl) - 2000 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 0	1	0	0
Accident Occurred During -MANEUVERING					

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LAS VEGAS,NV	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SANTA BARBARA,CA	Runway Ident - N/A
Wind Dir/Speed- 250/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1400 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 154
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - C-150	Make/Model- 147
		Last 30 Days- 17
		Instrument- 2
		Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENCOUNTERED DETERIORATING WEATHER AS HE APPROACHED HIS DESTINATION. AFTER DESCENDING TO 1,500 FEET MSL, HE ATTEMPTED TO FOLLOW A HIGHWAY TO THE OCEAN BUT INADVERTENTLY ENCOUNTERED FOG. THE PILOT ATTEMPTED TO TURN, AFTER SPOTTING LIGHTS FROM HOUSES SEVERAL HUNDRED FEET BENEATH HIS POSITION, BUT THE AIRCRAFT COLLIDED WITH MOUNTAINOUS TERRAIN THAT WAS COMPLETELY OBSCURED BY FOG.

Brief of Accident (Continued)

File No. - 1588

10/18/87

CARPENTERIA, CA

A/C Reg. No. N11176

Time (Lc1) - 2000 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1509 10/23/87 AVALON, CA A/C Reg. No. N3798C Time (Lcl) - 1755 PDT

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

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-EAGLE AVIATION INC	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, MAIL ONLY	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA 402B	Eng Make/Model	- CONTINENTAL TS10-520-E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- TURBOPROP		
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	ON AIRPORT
Method - N/A	LONG BEACH, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CATALINA
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 3240/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
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)
COMMERCIAL, ATP	Current - YES	Total - 6597
SE LAND, ME LAND	Months Since - 4	Make/Model- 136
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 378
		Multi-Eng - 613
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 83
		Rotorcraft - 5070

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING THE PILOT REPORTED HE HEARD A LOUD BANG AND THE AIRCRAFT VEERED TO THE RIGHT. THE PILOT CORRECTED TO THE LEFT BY APPLYING LEFT BRAKE. THE AIRCRAFT RETURNED TO THE CENTER OF THE RUNWAY; HOWEVER, IT BEGAN TO SKID. THE PILOT REALIZED THAT HE WAS RUNNING OUT OF RUNWAY, DECIDED TO APPLY FULL RIGHT RUDDER AND EXIT THE RUNWAY. THE AIRCRAFT COLLIDED WITH A BERM. INSPECTION OF THE AIRCRAFT REVEALED THE RIGHT MAIN LANDING GEAR TIRE HAD BLOWN OUT. NO OTHER MECHANICAL MALFUNCTIONS/FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1509

10/23/87

AVALON, CA

A/C Reg. No. N3798C

Time (Lcl) - 1755 PDT

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

Finding(s)

1. LANDING GEAR, TIRE - BURST
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 4. TERRAIN CONDITION - BERM
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1519 10/24/87 PALO ALTO, CA A/C Reg. No. N3181Z Time (Lcl) - 0922 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-18-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1625
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

PALO ALTO
Runway Ident - 30
Runway Lth/Wid - 2500/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 273	Last 24 Hrs	- UNK/NR
Make/Model-	32	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL FLT WHILE PRACTICING TOUCH AND GO LANDINGS, THE PLT LOST CONTROL OF THE ACFT DURING THE LANDING ROLLOUT. THE ACFT GROUNDLOOPED TO THE LEFT, EXITED THE RWY AND NOSED DOWN.

Brief of Accident (Continued)

File No. - 1519

10/24/87

PALO ALTO, CA

A/C Reg. No. N3181Z

Time (Lcl) - 0922 PDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE DOWN

Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1590 10/31/87 SAN JOSE, CA

A/C Reg. No. N4771A

Time (Lcl) - 0930 PST

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

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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-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- LIGHT AND VARIABLE
Visibility - 5.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAN JOSE, 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)
PRIVATE
SE LAND

Age - 37
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-20

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	645
Last 24 Hrs	1
Last 30 Days	11
Last 90 Days	20

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING 500-600 FEET ABOVE THE TERRAIN ON A LOCAL PLEASURE FLIGHT, THE PILOT TURNED INTO WHAT HE BELIEVED TO BE AN OPEN ENDED CANYON. AFTER BECOMING AWARE THAT HE HAD INADVERTENTLY TURNED INTO A BOX CANYON, THE PILOT ATTEMPTED A "CHANDELLE TURN" TO EXIT THE CANYON. AS THE AIRCRAFT COMPLETED THE TURN THE RIGHT WING COLLIDED WITH A TREE. THE AIRCRAFT IMPACTED THE GROUND AND A SMALL FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 1590

10/31/87

SAN JOSE, CA

A/C Reg. No. N4771A

Time (Lcl) - 0930 PST

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

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - 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) 2,4

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

Brief of Accident

File No. - 1596 11/11/87 SAN LUIS OBISPO, CA A/C Reg. No. N9505X Time (Lcl) - 1716 PST

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

Fire
NONE

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

Make/Model - CESSNA 210A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/004 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
EL MONTE, CA
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SAN LUIS OBISPO
Runway Ident - 29
Runway Lth/Wid - 4799/ 150
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 179
Make/Model- 70
Instrument- 5
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE APPROACHING THE ARPT THE PLT STATED THAT HE SLIPPED THE ACFT FROM 1800 FEET TO 1400 FEET, LEVELED THE WINGS, STILL DESCENDING, AND ENTERED THE PATTERN AT 1200 FEET. WHILE ON FINAL APPROACH THE ENGINE QUIT. UNABLE TO LAND ON THE RWY, THE PLT LANDED IN A SOFT FIELD WHERE THE ACFT NOSED OVER. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES.

Brief of Accident (Continued)

File No. - 1596

11/11/87

SAN LUIS OBISPO, CA

A/C Reg. No. N9505X

Time (Lcl) - 1716 PST

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

Finding(s)

1. POWERPLANT - UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. PROPER GLIDEPATH - NOT ATTAINED - 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1597 11/12/87 FALLBROOK, CA A/C Reg. No. N37188 Time (Lcl) - 1025 PST

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

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

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

Make/Model	- BEECH C23	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 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	OCEANSIDE, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	FALLBROOK COMM AIRPARK
Wind Dir/Speed	- 240/005 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 2165/ 75
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 118	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 5	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS ON HIS FIRST SOLO FLIGHT IN THE BEECH C23 AIRCRAFT. ON LANDING THE PILOT PULLED BACK ON THE ELEVATOR CONTROL AND THE AIRCRAFT BEGAN TO PORPOISE. THE AIRCRAFT TOUCHED DOWN HARD AND THE NOSE GEAR COLLAPSED. THE AIRCRAFT SLID OFF THE SIDE OF THE RUNWAY INTO AN EMBANKMENT.

Brief of Accident (Continued)

File No. - 1597

11/12/87

FALLBROOK, CA

A/C Reg. No. N37188

Time (Lcl) - 1025 PST

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

Finding(s)

1. ELEVATOR - IMPROPER USE OF - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1595 11/13/87 COLUSA, CA A/C Reg. No. N761MX Time (Lcl) - 2003 PST

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

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

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

Make/Model - CESSNA T210M	Eng Make/Model - CONTINENTAL TS10-520R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FULLERTON, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	WILLOWS, CA	COLUSA COUNTY
Wind Dir/Speed- 360/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 466
SE LAND	Months Since - 14	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 105
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXECUTED A MISSED APPROACH AT THE DESTINATION BECAUSE OF FOG AND REDUCED VISIBILITY. THE PILOT ELECTED TO DIVERT TO COLUSA DUE TO THE WEATHER AND ON APPROACH TO CALUSA THE ENGINE QUIT. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL AND THE PILOT MADE A FORCED LANDING IN A FIELD WHERE THE AIRCRAFT NOSED OVER. INVESTIGATION REVEALED NO FUEL REMAINING IN THE TANKS. THE PILOT STATED EVEN THOUGH HIS FUEL GAUGE INDICATED EMPTY, BY HIS CALCULATIONS, SUFFICIENT FUEL SHOULD HAVE BEEN AVAILABLE.

Brief of Accident (Continued)

File No. - 1595

11/13/87

COLUSA,CA

A/C Reg. No. N761MX

Time (Lcl) - 2003 PST

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - NORMAL

Finding(s)

4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

6. TERRAIN CONDITION - SOFT

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1472 11/21/87 TEHACHAPI, CA A/C Reg. No. N333JE Time (Lcl) - 1330 PST

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

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

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

Make/Model - ISGRIGG ELITE	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 64 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	FANTASY HAVEN
Wind Dir/Speed- 290/015 KTS	ATC/Airspace	Runway Ident - 27R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5190/ 60
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - 1000 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2526
SE LAND,ME LAND,SE SEA	Months Since - 13	Make/Model- 16
GLIDER	Aircraft Type - C-152	Instrument- 100
		Multi-Eng - 15
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE HOMEBUILT GYROPLANE BECAME UNCONTROLLABLE DURING TAKE-OFF ROLL ON RUNWAY 27R. THE AIRCRAFT PITCHED UP AND THEN ROLLED ON ITS LEFT SIDE. THE NATIONAL WEATHER SERVICE REPORTED THE WINDS IN THE AREA AT THE TIME OF THE ACCIDENT TO BE FROM 290 DEGREES AT 12-15 KNOTS. THE PILOT INDICATED IN HIS STATEMENT THAT HE BELIEVED HE ENCOUNTERED CYCLONIC WIND PHENOMENA KNOWN AS "DUST DEVILS."

Brief of Accident (Continued)

File No. - 1472

11/21/87

TEHACHAPI, CA

A/C Reg. No. N333JE

Time (Lcl) - 1330 PST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - NOT PERFORMED - PILOT IN COMMAND
 3. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

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

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

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

Brief of Accident

File No. - 1570

7/05/87

SNOWMASS, CO

A/C Reg. No. N81DG

Time (Lcl) - 1708 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew
Pass

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

Make/Model - CHRISTIAN EAGLE II
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1237
No. of Seats - 2

Eng Make/Model - LYCOMING AEIO-360-A1D
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

Itinerary

Last Departure Point
ASPEN, CO
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 210/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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, SE SEA
HELICOPTER, GLIDER

Age - 51

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - EAGLE

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 9553	Last 24 Hrs	- UNK/NR
Make/Model	- 112	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 33
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP PLT AND HIS PASSENGER DEPARTED ASPEN, CO ON A LOCAL ACROBATIC FLIGHT. WITNESSES STATED THE PLT HAD BEEN PERFORMING ACROBATIC MANUEVERS AND WAS ATTEMPTING A "LOOP" WHEN THE ACFT WAS OBSERVED TO "STALL" AT THE TOP OF THE MANUEVER, APPROXIMATELY 2000 FEET ABOVE THE GROUND. WITNESSES OBSERVED THE ACFT SPIN IN A NEAR VERTICAL, NOSE LOW ATTITUDE WHICH CONTINUED UNTIL GRD IMPACT. NO EVIDENCE OF MECHANICAL MALFUNCTION OF THE ACFT STRUCTURE, ENG OR PROP WAS FOUND. THE PLT HAD BUILT N81DG.

Brief of Accident (Continued)

File No. - 1570

7/05/87

SNOWMASS,CO

A/C Reg. No. N81DG

Time (Lcl) - 1708 MDT

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. MANEUVER - IMPROPER - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - WET
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1405 7/09/87 PARKER, CO A/C Reg. No. N5269Q Time (Lcl) - 1705 MDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 270/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN SHOWERS</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point ENGLEWOOD, CO</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 418
SE LAND, ME LAND	Months Since - 7	Make/Model - 131
	Aircraft Type - C-172RG	Instrument - 61
		Multi-Eng - 18
		Last 24 Hrs - 1
		Last 30 Days - 15
		Last 90 Days - 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT AND HIS NEW STUDENT WERE ON A LOCAL TRAINING FLT WHEN THEY ENCOUNTERED ADVERSE WX. THE INSTRUCTOR SAID THAT HE ATTEMPTED TO TURN BACK TO THE ARPT BUT THE WINDS FORCED THE ACFT DOWN UNTIL IT IMPACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1405

7/09/87

PARKER,CO

A/C Reg. No. N5269Q

Time (Lc1) - 1705 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND(CFI)
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND(CFI)
 4. WEATHER CONDITION - HIGH DENSITY ALTITUDE
-

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) 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. - 1404 7/11/87 HAYDEN, CO A/C Reg. No. N7858P Time (Lcl) - 0930 MDT

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

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

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

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1A5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- IN PERSON	WATKINS, CO	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- IMC	ROCK SPRINGS, CO	
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 3000 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- RAIN		
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,CFI	Current	- 1500	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) - AIRPLANE

-----Narrative-----

THE PLT AND TWO PAX WERE PARTICIPATING IN THE DENVER, CO TO JACKPOT, NV AIR CLASSIC. THE ACFT DEPARTED, DESTINED FOR ROCK SPRINGS, WY. THE PLT WAS BELIEVED BY A FRIEND TO HAVE BEEN NAVIGATING WITH THE USE OF A RECENTLY INSTALLED RNAV SYSTEM. THE PLT RADIOED A FRIEND FLYING IN THE CLASSIC THAT HE HAD ENCOUNTERED "HEAVY RAIN" IN THE HAYDEN AREA. WITNESSES STATED THE HIGH TERRAIN WAS OBSCURED BY CLOUDS. THERE WAS NO EVIDENCE OF PRE-IMPACT MECH MALFUNCTION OF ACFT.

Brief of Accident (Continued)

File No. - 1404

7/11/87

HAYDEN,CO

A/C Reg. No. N7858P

Time (Lc1) - 0930 MDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
3. VFR FLIGHT INTO IMC - INTENTIONAL - PILOT IN COMMAND
4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
5. WEATHER CONDITION - LOW CEILING
6. WEATHER CONDITION - OBSCURATION
7. WEATHER CONDITION - RAIN

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1585 7/18/87 COALDALE, CO A/C Reg. No. N7444E Time (Lcl) - 1645 MDT

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

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

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

Make/Model - CESSNA 210	Eng Make/Model - CONTINENTAL IO-470-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 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- 090/030 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>UNK/NR</p> <p>Destination</p> <p>UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP,FLT ENG</p> <p>SE LAND,ME LAND</p>	<p>Age - 54</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 22</p> <p>Aircraft Type - B-727</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5970</p> <p>Make/Model- 20</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ATP RATED PILOT WAS AN AIRLINE CAPTAIN ON A BOEING 727 AIRCRAFT. HOWEVER, THE PILOT HAD ACCUMULATED A TOTAL OF ONLY 140 HOURS IN SINGLE ENGINE AIRCRAFT WITH 20 HOURS IN THE CESSNA 210. MODERATE TO SEVERE TURBULENCE HAD BEEN FORECAST AND REPORTED IN THE ACCIDENT AREA. WITNESSES OBSERVED THE AIRCRAFT DESCEND IN A NOSE LOW ATTITUDE WITH A PORTION OF THE LEFT WING MISSING. A 5-FOOT SECTION OF THE LEFT WING WAS FOUND ONE-HALF MILE FROM THE MAIN WRECKAGE. POST CRASH EXAMINATION REVEALED EVIDENCE INDICATIVE OF AERODYNAMIC OVERLOAD; HOWEVER, NO EVIDENCE EXISTED OF PRE-EXISTING FATIGUE OR CORROSION.

Brief of Accident (Continued)

File No. - 1585

7/18/87

COALDALE,CO

A/C Reg. No. N7444E

Time (Lcl) - 1645 MDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
 2. WEATHER CONDITION - UPDRAFT
 3. WEATHER CONDITION - DOWNDRAFT
 4. AIRSPEED(VA) - EXCEEDED - PILOT IN COMMAND
-

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

Finding(s)

5. WING,SPAR - OVERLOAD
 6. WING,SPAR - FAILURE,TOTAL
 7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - 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) 1,4,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1413 7/30/87 CANON CITY, CO A/C Reg. No. N73265 Time (Lcl) - 1245 MDT

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

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

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

Make/Model	- BELL 47J-2	Eng Make/Model	- LYCOMING VO-540	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 260 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	SAME AS ACC/INC		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	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	Runway Surface	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Clearance	Runway Status	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg		
Obstructions to Vision	- NONE	- STRAIGHT-IN		
Precipitation	- NONE	FULL STOP		
Condition of Light	- DAYLIGHT	FORCED LANDING		

-----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 - 10149	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 6	Make/Model - 28	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - 245	Last 90 Days - 50
		Multi-Eng - 681	Rotorcraft - 6445

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

THE ATP PLT WAS FLYING SIGHTSEEING RIDES. THERE WERE TWO ADULTS AND TWO CHILDREN IN THE FOUR PASSENGER HELICOPTER. DENSITY ALTITUDE WAS 10000 FEET. THE ACFT LOST PWR AND THE PLT ABORTED TAKEOFF AND LANDED. AFTER AN ENG RUNUP THE PLT TOOK OFF AGAIN AND THE HELICOPTER WAS BROUGHT TO A HOVER TO RETURN TO THE LOADING AREA. WHILE TURNING, THE TAIL ROTOR STRUCK A FENCE AND WAS SEVERED. THE HELICOPTER MADE AN UNCOMMANDED RIGHT TURN AND THE PLT EXECUTED A HOVERING AUTOROTATION. A POST ACCIDENT INSPECTION REVEALED EVIDENCE THAT A PLUG WAS MISSING FROM THE INTAKE MANIFOLD.

Brief of Accident (Continued)

File No. - 1413

7/30/87

CANON CITY, CO

A/C Reg. No. N73265

Time (Lc1) - 1245 MDT

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

Finding(s)

1. OBJECT - FENCE
2. CLIMB - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

7. AUTOROTATION - PERFORMED - PILOT IN COMMAND

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

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

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. - 1571 8/16/87 MILNER, CO A/C Reg. No. N1359S Time (Lcl) - 2251 MDT

-----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	ON GROUND		2	0	0	0
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA 182P	Eng Make/Model	- CONTINENTAL D-470-S	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 110/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point CHEYENNE, WY</p> <p>Destination STEAMBOAT SPGS, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - 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 - 59</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2400</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- 18</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ON A FLT FM GREEN BAY, WI TO STEAMBOAT SPGS (SBS), CO, WITH STOPS AT SIOUX CITY & CHEYENNE (CYS). AT 2245, HE CONTACTED DENVER FSS, STATED HE WAS ON FINAL APCH TO SBS & SAID THE RWY LGTS HAD GONE OUT. HE THEN ASKED FOR THE FREQ FOR "PUTTING THEM BACK ON." THE FSS SPECIALIST CHECKED THE ARPT DIRECTORY & FND NO FREQ LISTED FOR SBS, BUT TOLD THE PLT HE CLD "TRY FREQ 122.8 . . ." SOON THEREAFTER, THE PLT SAID HE HAD LGTS & CANCELLED HIS FLT PLAN. AT 2251, THE ACFT HIT PWR LINES, CRASHED & BURNED APRX MIDWAY BTN SBS & THE YAMPA VALLEY ARPT AT HAYDEN (HDN), CO. THE CRASH SITE WAS IN A VALLEY AREA AT AN ELEV OF ABOUT 6000' MSL. ELEV OF THE ARPTS AT SBS & HDN WERE 6875' & 6597', RESPECTIVELY. THE RWY LGTS AT SBS WERE PRIVATELY OWNED BY ROCKY MOUNTAIN AIRWAYS & WERE TURNED OFF SOMETIME AFTER THE LAST FLT DEPD SBS AT 2025. THE RWY LGTS AT HDN WERE PLT CONTROLLED BY TUNING THE ACFT RADIO TO 122.8 MHZ & DEPRESSING THE MIKE BUTTON 3 TO 7 TIMES, DEPENDING ON THE DESIRED INTENSITY. THE FREQ AT SBS WAS ALSO 122.8 MHZ. NO PREIMPACT MECH PROBLEM WAS FND.

Brief of Accident (Continued)

File No. - 1571

8/16/87

MILNER, CO

A/C Reg. No. N1359S

Time (Lcl) - 2251 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
 4. COMMUNICATIONS/INFORMATION/ATC - INACCURATE - ATC PERSONNEL(FSS)
 5. BECAME LOST/DISORIENTED
 6. OBJECT - WIRE, TRANSMISSION
 7. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1445 9/04/87 CENTER,CO A/C Reg. No. N6796Z Time (Lcl) - 1022 MDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage						
	DESTROYED						
Type of Operation	-AERIAL APPLICATION	Fire	Crew	Fatal	Injuries	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	- PIPER PA-25-235	Eng Make/Model	- LYCOMING O-540	ELT Installed/Activated	- YES/YES
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
Method	- N/A	CENTER,CO
Completeness	- N/A	Destination
Basic Weather	- VMC	SAME AS ACC/INC
Wind Dir/Speed	- LIGHT AND VARIABLE	ATC/Airspace
Visibility	- 50.0 SM	Type of Flight Plan
Lowest Sky/Clouds	- CLEAR	- COMPANY (VFR)
Lowest Ceiling	- NONE	Type of Clearance
Obstructions to Vision	- NONE	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- DAYLIGHT	- FORCED LANDING
		Runway Ident
		- N/A
		Runway Lth/Wid
		- N/A
		Runway Surface
		- DIRT
		Runway Status
		- SOFT
		ROUGH

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

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 17000
SE LAND,ME LAND	Months Since - 3	Make/Model	- 3500
	Aircraft Type - UNK/NR	Instrument	- 150
		Multi-Eng	- 1000
		Last 24 Hrs	- 0
		Last 30 Days	- UNK/NR
		Last 90 Days	- 300
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT THE ENG LOST POWER WHILE THE ACFT WAS EN ROUTE TO SPRAY A FIELD. THERE WAS NO SUITABLE TERRAIN FOR A FORCED LANDING AND THE PLT LANDED THE AIRCRAFT IN A SOFT, CULTIVATED FIELD AND NOSED OVER. EXAMINATION OF THE ENG REVEALED BURNED AND STUCK INTAKE AND EXHAUST VALVES.

Brief of Accident (Continued)

File No. - 1445

9/04/87

CENTER, CO

A/C Reg. No. N6796Z

Time (Lcl) - 1022 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE
 1. ENGINE ASSEMBLY, VALVE, INTAKE - FROZEN
 2. ENGINE ASSEMBLY, VALVE, EXHAUST - BURNED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
 3. TERRAIN CONDITION - NONE SUITABLE
 4. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1498 9/05/87 COLORADO SPRING, CO A/C Reg. No. N32201 Time (Lcl) - 0800 MDT

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

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

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

Make/Model - NATIONAL BALLOONING 858	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 - 600	Engine Type - N/A		
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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 135/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 230
	Months Since - 21	Last 24 Hrs - UNK/NR
FREE BALLOON	Aircraft Type - AX8	Make/Model- 230
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL BALLOON PLT WAS COMPETING IN A BALLOON RACE. WHILE LANDING, WITH THE BASKET ON THE GROUND, THE BALLOON DRIFTED INTO POWER LINES. A LARGE HOLE WAS BURNED IN THE ENVELOPE, AND THE BASKET WAS DAMAGED. THE PLT AND TWO PASSENGERS JUMPED FROM THE BASKET JUST PRIOR TO WIRE CONTACT AND WERE NOT INJURED.

Brief of Accident (Continued)

File No. - 1498

9/05/87

COLORADO SPRING, CO

A/C Reg. No. N32201

Time (Lcl) - 0800 MDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 FIRE
Phase of Operation LANDING

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1530 9/13/87 FORT COLLINS, CO A/C Reg. No. N34157 Time (Lcl) - 2000 MDT

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

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

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

Make/Model - CESSNA 177B	Eng Make/Model - LYCOMING O-360-A1F6	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	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	COLORADO SPRGS, CO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FORT COLLINS DOWNTOWN
Wind Dir/Speed- 280/018 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4700/ 50
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT OVERCAST	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 - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 106
SE LAND	Months Since - 12	Make/Model- 31
	Aircraft Type - UNK/NR	Instrument- 3
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 29

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE APPROACH TO FORT COLLINS DOWNTOWN AIRPORT, THE PILOT REPORTED ENCOUNTERING MODERATE TURBULENCE. AT TOUCHDOWN ON RUNWAY 11, A CROSSWIND GUST PUSHED THE AIRCRAFT OFF THE LEFT SIDE OF THE RUNWAY INTO THE GRASS. THE AIRCRAFT BOUNCED AND CAME TO A STOP NOSE DOWN.

Brief of Accident (Continued)

File No. - 1530

9/13/87

FORT COLLINS, CO

A/C Reg. No. N34157

Time (Lc1) - 2000 MDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1527 9/28/87 AURORA, CO A/C Reg. No. N2554Q Time (Lcl) - 1230 MDT

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

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

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

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

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NWS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	COLORADO SPRGS, CO	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 350/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 50.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 76 Last 24 Hrs - 4
	Months Since - N/A	Make/Model	- 70 Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument	- UNK/NR Last 90 Days - 25
		Multi-Eng	- UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS FLYING A LONG CROSS COUNTRY INSTRUCTIONAL FLIGHT. THE PILOT STATED HE BECAME DISORIENTED AT THE FIRST CHECK POINT AND FOLLOWED HIGHWAYS FOR THE REMAINDER OF THE FOUR HOUR FLIGHT. THE ENGINE QUIT AND THE PILOT LANDED IN A WEED FILLED FIELD. DURING ROLLOUT THE AIRCRAFT HIT A DITCH AND NOSED OVER. A POST ACCIDENT INSPECTION REVEALED NO USEABLE FUEL IN THE AIRCRAFT TANKS.

Brief of Accident (Continued)

File No. - 1527

9/28/87

AURORA,CO

A/C Reg. No. N2554Q

Time (Lcl) - 1230 MDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
3. FLIGHT AND NAVIGATION INSTRUMENTS - NOT UNDERSTOOD - PILOT IN COMMAND
4. INADEQUATE INITIAL TRAINING - FLIGHT INSTRUCTOR(ON GROUND)

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. TERRAIN CONDITION - DITCH
6. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

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) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1497 9/30/87 GRAND JUNCTION, CO A/C Reg. No. N7806S Time (Lcl) - 1230 MDT

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

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

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

Make/Model - BELL 47G-3B1	Eng Make/Model - LYCOMING TVO-435-B1A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 270 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- VARIABLE/002 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 90.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 152
SE LAND	Months Since - 24	Make/Model- 79
HELICOPTER	Aircraft Type - BH-47	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Rotorcraft - 152

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING SOME HELICOPTER MANEUVERS IN PREPARATION FOR TAKING AN FAA FLT EXAMINATION. DURING ONE OF HIS MANEUVERS THE HELICOPTER'S MAIN ROTOR BLADES STRUCK THE GROUND CAUSING THE ACFT TO CRASH. A POST ACCIDENT FIRE ERRUPTED AND DESTROYED THE HELICOPTER..

Brief of Accident (Continued)

File No. - 1497

9/30/87

GRAND JUNCTION, CO

A/C Reg. No. N7806S

Time (Lcl) - 1230 MDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1496 9/30/87 COLORADO CITY, CO A/C Reg. No. N3155U Time (Lcl) - 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
DESTROYED
Fire
ON GROUND

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

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

Make/Model - CESSNA 182F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470R
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 - CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FALCON, CO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GAIL K NAUMANN GREENHORN
Runway Ident - 26
Runway Lth/Wid - 3900/ 36
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 - 8
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 472 Last 24 Hrs - 2
Make/Model- 140 Last 30 Days- UNK/NR
Instrument- 63 Last 90 Days- 35
Multi-Eng - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE SEVERAL CIRCLING APPROACHES BEFORE LANDING. WHEN HE DID LAND HIS ACFT, HE SAID THAT HE LANDED FAST AND LONG. HE APPLIED THE BRAKES BUT WENT OFF THE END OF THE RWY, HIT AN EMBANKMENT, AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1496

9/30/87

COLORADO CITY, CO

A/C Reg. No. N3155U

Time (Lc1) - 2030 MDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

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

Finding(s)

3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - DIRT BANK
-

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

Brief of Accident

File No. - 1581 10/21/87 BAILEY,CO A/C Reg. No. N4132G Time (Lcl) - 1135 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

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

Make/Model - CESSNA 340A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5990
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520N
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 210/007 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
ENGLEWOOD,CO
Destination
BUENA VISTA,CO

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)

ATP
SE LAND,ME LAND,SE SEA,ME SEA
GLIDER

Age - 57
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - C-340A

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

Total	-	4809	Last 24 Hrs -	UNK/NR
Make/Model-	364	Last 30 Days-	27	
Instrument-	383	Last 90 Days-	68	
Multi-Eng -	2488			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT CRASHED ON THE SIDE OF A MOUNTAIN DURING VISUAL METEOROLOGICAL CONDITIONS. THE PILOT HAD BEEN IN VOICE AND RADAR CONTACT WITH AIR TRAFFIC CONTROL UNTIL THE AIRCRAFT DISAPPEARED FROM RADAR. THE PILOT REPORTED SEVERE TURBULENCE AND A ROUGH RUNNING ENGINE TO ATC AS HE WAS NEARING A MOUNTAIN PASS. THE PILOT STATED THAT HE THOUGHT THE ROUGH RUNNING ENGINE WAS DUE TO FUEL CONTAMINATION. A WITNESS REPORTED THAT THE PILOT HAD SAID THE FUEL HAD CONTAINED ALOT OF WATER. THE PILOT REPORTED TO ATC THAT HE HAD JUST LOST THE ENGINE AND HE WAS ATTEMPTING TO MAKE IT THROUGH A SADDLE. A SIGMET HAD BEEN ISSUED FOR THAT REGION AND THE SEVERE TURBULENCE WAS CONFIRMED BY ANOTHER PILOT. ENGINE TEARDOWN REVEALED NO EVIDENCE OF PREIMPACT MECHANICAL FAILURE/MALFUNCTION.

Brief of Accident (Continued)

File No. - 1581

10/21/87

BAILEY,CO

A/C Reg. No. N4132G

Time (Lcl) - 1135 MDT

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE,CLEAR AIR
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
3. FLUID,FUEL - CONTAMINATION
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. POWERPLANT - FAILURE,PARTIAL

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

Finding(s)

6. WEATHER CONDITION - TURBULENCE
7. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
8. POWERPLANT - FAILURE,TOTAL

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) 1,2,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1492

11/03/87

MONTE VISTA, CO

A/C Reg. No. N5483H

Time (Lcl) - 0630 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - PIPER PA-18-105
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-360-C2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 200 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 34
Runway Lth/Wid - 2400
Runway Surface - DIRT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 30

Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - PA-18

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 334	Last 24 Hrs - UNK/NR
Make/Model- 178	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED TO TAKE OFF ON A FROST-COVERED, PVT AIRSTRIIP. WITNESSES OBSERVED THE AIRCRAFT BECOME AIRBORNE BEFORE IT SETTLED BACK DOWN TO THE GROUND. CONTROL OF THE ACFT WAS LOST AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1492

11/03/87

MONTE VISTA, CO

A/C Reg. No. N5483H

Time (Lc1) - 0630 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

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

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1523 11/15/87 AKRON, CO A/C Reg. No. N9039P Time (Lcl) - 1542 MST

-----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	NONE	Crew Pass	0	0	2
Accident Occurred During -LANDING					0

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

Make/Model - PIPER PA-24-260B	Eng Make/Model - LYCOMING IO-540-D4A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ENGLEWOOD, CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DES MOINES, IA	AKRON-WASHINGTON COUNTY
Wind Dir/Speed- 330/016 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 400 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- BLOWING SNOW		
Precipitation - ICE PELLETS		
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 - 1091
SE LAND	Months Since - 13	Last 24 Hrs - 7
	Aircraft Type - PA-24	Make/Model- 249
		Instrument- 254
		Last 30 Days- UNK/NR
		Last 90 Days- 37

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BFR TKOF, SNOW WAS MELTED OFF THE ACFT IN A HEATED HANGAR. THE FLT WAS BGN IN BLOWING SNOW WITH A FORECAST OF OCNL MOD ICING TO 20,000'. THE PLT SAID THE SNOW LASTED ONLY 5 TO 10 MIN & ONLY A TRACE OF ICE (LESS 1/16 INCH) ACCUMULATED DRG THE 1ST 15 MIN OF FLT. NO FURTHER ACCUMULATION OF ICE WAS NOTED. APRX 45 MIN AFTER TKOF, WHILE CRUISING IN IMC CONDUCTIVE TO INDUCTION SYS ICING, THE ENG SUDDENLY LOST PWR & WOULD NOT RESTART. THE PLT DSCNDD TWD AN ARPT IN IMC TO APRX 400' AGL, BUT MADE A WHEELS-UP LNDG WHEN HE COULD NOT SEE THE ARPT. HE ATTRIBUTED THE LOSS OF PWR TO BLOCKAGE OF THE AIR INDUCTION FILTER. THE INDUCTION SYS WAS EQUIPPED WITH A SPRING LOADED DOOR WHICH WAS INTENDED TO OPEN AUTOMATICALLY & ALLOW HEATED ALTN AIR TO FLOW TO THE ENG IN THE EVENT THE FILTER BCM BLOCKED. NONETHELESS, PIPER INDCD THAT OPN IN ICING CONDS COULD CAUSE ICE TO ACCUMULATE IN THE FUEL INJECTION SYS & RESULT IN LOSS OF PWR. TO AVOID THIS, PIPER SVC BULLETIN NO: 861 WAS ISSUED ON 5/4/87 FOR INSTLN OF AN IMPROVED MANUALLY OPERATED ALTN AIR SYS ON FUEL INJECTED PA-24-260 ACFT.

Brief of Accident (Continued)

File No. - 1523

11/15/87

AKRON,CO

A/C Reg. No. N9039P

Time (Lcl) - 1542 MST

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

Finding(s)

1. INDUCTION AIR CONTROL/SYSTEM -
2. MAINTENANCE,SERVICE BULLETINS - NOT PERFORMED - COMPANY/OPERATOR MGMT
3. WEATHER CONDITION - ICING CONDITIONS
4. WEATHER CONDITION - SNOW
5. INDUCTION AIR CONTROL/SYSTEM - ICE
6. INDUCTION AIR CONTROL,AIR FILTER/SCREEN - BLOCKED(TOTAL)

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)

7. WEATHER CONDITION - LOW CEILING
8. WHEELS UP LANDING

-----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) 2,3,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1495 11/28/87 TELLURIDE, CO A/C Reg. No. N6547A Time (Lcl) - 1030 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - CONTINENTAL O-470K
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- 270/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PUEBLO, CO
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TELLURIDE REGIONAL
Runway Ident - 09
Runway Lth/Wid - 6900/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 56
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1300
Make/Model-	200
Instrument-	0
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

DURING A DOWNWIND LANDING, THE PLT EXPERIENCED DIFFICULTY IN CONTROLLING HIS ACFT. APPROXIMATELY 2,500 FEET FROM THE WEST END OF THE RWY THE ACFT GROUND LOOPED INTO SOME ROCKS AND WAS SUBSTANTIALLY DAMAGED. THE PLT STATED THAT HE WAS LANDING DOWNWIND AND DOWNHILL FOR A NOISE ABATEMENT PROGRAM BUT DID NOT BELIEVE THAT HE WOULD EVER DO IT AGAIN.

Brief of Accident (Continued)

File No. - 1495

11/28/87

TELLURIDE, CO

A/C Reg. No. N6547A

Time (Lcl) - 1030 MST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - DOWNHILL
-

-----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. - 1418 4/29/87 ELLINGTON, CT A/C Reg. No. N9070F Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	2
Accident Occurred During	-LANDING	Pass 0	0	0	0

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

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
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

WINDHAM
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

SIMULATED FORCED LANDING

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

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

HELICOPTER

Age - 23
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 2556	Last 24 Hrs - 0
Make/Model- 2504	Last 30 Days- UNK/NR
Instrument- 77	Last 90 Days- 203
Multi-Eng - UNK/NR	Rotorcraft - 2556

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING AN INSTRUCTIONAL FLIGHT, THE INSTRUCTOR PILOT SIMULATED A FORCED LANDING AT ABOUT 250 FEET AND 60 KIAS. THE STUDENT PILOT AT THIS TIME ENTERED AN AUTOROTATION AND THE HELICOPTER STARTED TO DESCEND. COLLECTIVE WAS PULLED BUT THIS FAILED TO STOP THE DESCENT AND THE AIRCRAFT CONTACTED THE GROUND IN A TAIL LOW ATTITUDE. AIRCRAFT SLID FORWARD IN A LEVEL ATTITUDE AND THE RIGHT SKID DUG INTO THE SURFACE CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1418

4/29/87

ELLINGTON, CT

A/C Reg. No. N9070F

Time (Lcl) - 1400 EDT

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

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

Finding(s)

2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
 3. AIRCRAFT HANDLING - IMPROPER - DUAL STUDENT
-

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
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. - 1566

9/01/87

WATERFORD,CT

A/C Reg. No. N180RH

Time (Lcl) - 1915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew Pass

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

Make/Model - HALL B-80M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 344
No. of Seats - 1

Eng Make/Model - MCCULLOCH 4318GX
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

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

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - N/A

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

WATERFORD

Runway Ident - 15

Runway Lth/Wid - 1950/ 50

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 40

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 20 Last 24 Hrs - UNK/NR

Make/Model- 20 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GYROCOPTER WAS OBSERVED TO TOUCH DOWN AND BECOME AIRBORNE AGAIN. AFTER BECOMING AIRBORNE IT WAS OBSERVED TO PITCH DOWN, WITH THE MAIN ROTOR BLADES STRIKING THE GROUND IN FRONT OF THE AIRCRAFT. THE PILOT SAID HIS RIGHT CONTACT LENS WAS BOTHERING HIM AND HE COULD NOT SEE THROUGH IT VERY WELL. HE STATED THAT ALTHOUGH HE THOUGHT HE WAS TOO HIGH AND CONSIDERED A GO-AROUND, HE ELECTED TO CONTINUE WITH THE LANDING BECAUSE OF THE CONTACT LENS PROBLEM. HE SAID WHEN HE TOUCHED DOWN HE SWERVED TO AVOID BUSHES AND A ROTOR BLADE STRUCK THE GROUND SEVERING THE MAST.

Brief of Accident (Continued)

File No. - 1566

9/01/87

WATERFORD,CT

A/C Reg. No. N180RH

Time (Lcl) - 1915 EDT

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

Finding(s)

1. AIRCRAFT HANDLING - MISJUDGED - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. PHYSICAL IMPAIRMENT(VISUAL DEFICIENCY) - PILOT IN COMMAND
 4. SELF-INDUCED PRESSURE - 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

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. - 1555 5/16/87 SELBYVILLE,DE A/C Reg. No. N5747G Time (Lcl) - 1500 EDT

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

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

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

Make/Model - CESSNA 150K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WARRINGTON
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2180/ 94
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 4654
SE LAND,ME LAND	Months Since - 13	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 40
		Last 30 Days- UNK/NR
		Instrument- 425
		Last 90 Days- 37
		Multi-Eng - 2400

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE PILOT STATED THAT AT ABOUT 150 TO 200 FEET HE EXPERIENCED A SLOW SINKING OF THE AIRCRAFT. THE ENGINE WAS AT FULL THROTTLE, THE FLAPS SET AT 10 DEGREES AND THE AIRSPEED AT 70 KNOTS. THE AIRCRAFT CONTINUED TO SINK AND COLLIDED WITH TREES. EXAMINATION OF THE AIRFRAME AND ENGINE REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES. FLT PURPOSE WAS PRACTICE FOR BANNER TOWING OPERATION.

Brief of Accident (Continued)

File No. - 1555

5/16/87

SELBYVILLE,DE

A/C Reg. No. N5747G

Time (Lcl) - 1500 EDT

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

Finding(s)

1. TERRAIN CONDITION - TREE(S)
2. WEATHER CONDITION - CROSSWIND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1557 6/18/87 CORAL SPRINGS, FL A/C Reg. No. N184MA Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

0

Pass

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - MITSUBISHI MU-2B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 10650
No. of Seats - 7

Eng Make/Model - GARRETT TPE-331-1-151
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 665 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

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

Weather Data

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

Itinerary

Last Departure Point
FT LAUDERDALE, FL
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

Wind Dir/Speed- 100/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND

Age - 51

Biennial Flight Review

Current - NO
Months Since - 25
Aircraft Type - LEAR 35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8400
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED TO GROUND PERSONNEL AT FORT LAUDERDALE THAT HE WAS EXPERIENCING AN AVIONICS PROBLEM AND THE PASSENGER ENTRY DOOR WAS SPRUNG THE DAY BEFORE WHEN IT WAS SLAMMED; HOWEVER, THE PILOT ELECTED TO DEPART. THE AIRCRAFT WRECKAGE WAS LOCATED ON JUNE 19 IN THE EVERGLADES NEAR CORAL SPRINGS, FLORIDA. THE AIRCRAFT IMPACTED IN A NOSE LOW ATTITUDE. WRECKAGE WAS SCATTERED OVER AN AREA 211 FEET LONG BY 55 FEET WIDE. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1557

6/18/87

CORAL SPRINGS, FL

A/C Reg. No. N184MA

Time (Lc1) - 1730 EDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1545 7/29/87 HOLLYWOOD, FL A/C Reg. No. N9003H Time (Lcl) - 1710 EDT

-----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 -APPROACH		0	1	0	0
		0	0	4	1

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

Make/Model - CESSNA 185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
FOREIGN	Current - NO	Total - 4000
SE LAND, ME LAND, SE SEA	Months Since - UNK/NR	Make/Model- 600
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE PERFORMED A THOROUGH PREFLIGHT OF THE ACFT TO INCLUDE THE DRAINING OF THE SUMPS & FUEL STRAINER AND NO WATER WAS FOUND. AFTER TAKEOFF WHILE ON THE DOWNWIND LEG, THE ENG QUIT. THE PLT ATTEMPTED TO RETURN TO THE AIRPORT; HOWEVER, THE ACFT COLLIDED WITH A POWERLINE, TREE AND VEHICLE BEFORE COMING TO REST ON A ROADWAY. FOUR INDIVIDUALS ON THE GROUND (IN THE VEHICLE) RECEIVED MINOR INJURIES AND ONE RECEIVED NO INJURIES. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THAT APPROXIMATELY 10 OUNCES OF WATER WAS FOUND IN THE FUEL STRAINER. ACCORDING TO THE PILOT THE AIRCRAFT WAS TIED DOWN OUTSIDE, UNCOVERED FOR AT LEAST A MONTH PRIOR TO THE ACCIDENT. LOCAL RESIDENTS STATED THAT A SUBSTANTIAL AMOUNT OF RAIN HAD FALLEN IN THE MONTH PRIOR TO THE ACCIDENT. NO OTHER PREIMPACT MALFUNCTION/FAILURE WAS FOUND.

Brief of Accident (Continued)

File No. - 1545

7/29/87

HOLLYWOOD, FL

A/C Reg. No. N9003H

Time (Lc1) - 1710 EDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
2. FUEL SYSTEM, STRAINER - WATER
3. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
5. OBJECT - WIRE, STATIC
6. OBJECT - VEHICLE

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1489 8/01/87 LK BUENA VISTA, FL A/C Reg. No. N910DW Time (Lcl) - 1314 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

1

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

0

0

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

Make/Model - BUCCANEER XA-430
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - ROTAX 447

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- 260/004 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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, SE SEA

Age - 27

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 689 Last 24 Hrs - 1

Make/Model- 214 Last 30 Days- 25

Instrument- 50 Last 90 Days- 100

Multi-Eng - 89

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE THE ACFT WAS FLYING AT AN EST 800 TO 1000 FT. PERSONS ON THE GRND HEARD A BANG, THEN LOOKED UP AND SAW THE ACFT IN A SPIN TO THE RT WITH THE RT WING FOLDED BACK OVER THE FUSELAGE. THE ACFT HIT THE GRND IN A NEAR VERTICAL ATTITUDE. TWO WITNESSES SAW THE ACFT DOING LOOPS JUST PRIOR TO THE ACCIDENT. THE ACFT IS PROHIBITED FROM DOING AEROBATICS. THE PLT HAD BEEN WARNED BY ANOTHER AEROBATIC PLT NOT TO PERFORM AEROBATICS ON ANOTHER OCCASION. AN EXAM OF THE WRECKAGE REVEALED THAT THE RT WING ATTACH SHACKLE HAD FAILED IN OVERLOAD.

Brief of Accident (Continued)

File No. - 1489

8/01/87

LK BUENA VISTA, FL

A/C Reg. No. N910DW

Time (Lc1) - 1314 EDT

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

Finding(s)

1. WING, WING ATTACHMENT FITTING - FAILURE, TOTAL
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. WING, WING ATTACHMENT FITTING - OVERLOAD
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1424 8/07/87 ORLANDO, FL A/C Reg. No. N8523F Time (Lcl) - 1400 EDT

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

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

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

Make/Model - BELL 47J-2A	Eng Make/Model - LYCOMING VO-540-BIB3	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3200 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 - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 3000
	Months Since - 1	Make/Model- 950
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 72
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - 3000

Instrument Rating(s) - HELICOPTER

-----Narrative-----

DURING THE APCH TO LAND THE TAIL ROTOR DRIVE ASSY FAILED RESULTING IN A MOMENTARY LOSS OF CONTROL. THE PLT THEN AUTOROTATED & LANDED ON THE COMPANY HELIPAD, DURING WHICH THE HELICOPTER SUSTAINED SUBSTANTIAL DAMAGE. EXAMINATION OF THE TAIL ROTOR DRIVE ASSY REVEALED THAT THE FWD SHORT SHAFT FAILED TORSIONALLY APRX 2 INCHES AFT OF THE TRANSMISSION DRIVE COUPLING DUE TO A LACK OF LUBRICATION IN IT. THE FAILURE OCCURRED AT APRX 40' AGL.

Brief of Accident (Continued)

File No. - 1424

8/07/87

ORLANDO,FL

A/C Reg. No. N8523F

Time (Lcl) - 1400 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT COUPLING - BINDING(MECHANICAL)
2. ROTOR DRIVE SYSTEM, TAIL ROTOR DRIVE SHAFT - FAILURE, TOTAL
3. MAINTENANCE, LUBRICATION - INADEQUATE - OTHER MAINTENANCE PSNL
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. AUTOROTATION - PERFORMED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - ROLL

Finding(s)

6. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1423 8/22/87 PANAMA CITY, FL A/C Reg. No. N3771M Time (Lcl) - 1050 CDT

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

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

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

Make/Model	- NORTH AMERICAN AT-6D	Eng Make/Model	- P&W R-1340	ELT Installed/Activated	- UNK/NR
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	- 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	MARIANNA, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 010/006 KTS		Runway Ident
Visibility	- 8.0 SM	ATC/Airspace	- N/A
Lowest Sky/Clouds	- 3000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 130	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 17	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 70
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS INBOUND TO SANDY CREEK AIRPORT WHEN HE HEARD A LOUD BANG AND LOST POWER. ON LANDING ROLLOUT IN A FIELD THE AIRCRAFT HIT SOME SOD, FLIPPED OVER & CAME TO REST INVERTED. POST CRASH EXAMINATION OF THE ENGINE REVEALED AN INTERNAL BLOWER ASSEMBLY FAILURE.

Brief of Accident (Continued)

File No. - 1423

8/22/87

PANAMA CITY, FL

A/C Reg. No. N3771M

Time (Lc1) - 1050 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE
1. ENGINE ASSEMBLY, BLOWER/IMPELLER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT

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

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1544 8/23/87 PENSACOLA, FL A/C Reg. No. N4741D Time (Lcl) - 0440 CDT

-----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

ON GROUND

Pass

0

1

0

0

Accident Occurred During - DESCENT

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

Make/Model - CESSNA 182A

Eng Make/Model - CONTINENTAL O-470-L

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2650

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 230 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/006 KTS

Visibility - 4.000 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

MATUNE, IL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

FERGUSON

Runway Ident - 36

Runway Lth/Wid - 2600/ 200

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Age - 40

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 3630

Last 24 Hrs - 0

SE LAND, SE SEA

Months Since - 9

Make/Model- 2000

Last 30 Days- UNK/NR

GLIDER

Aircraft Type - UNK/NR

Instrument- 350

Last 90 Days- 40

Multi-Eng - 100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT JUST AFTER LIFTOFF HE FLEW INTO A LAYER OF HAZE AND BECAME DISORIENTED, THE AIRCRAFT STALLED, CRASHED INTO A DIRT MOUND, SPUN AROUND AND CAME TO REST OFF THE LEFT SIDE OF THE RUNWAY. THE AIRCRAFT THEN EXPLODED AND WAS CONSUMED BY POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 1544

8/23/87

PENSACOLA, FL

A/C Reg. No. N4741D

Time (Lc1) - 0440 CDT

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

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
 2. SPATIAL DISORIENTATION - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
-

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

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) 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. - 1463 9/10/87 APALACHICOLA, FL A/C Reg. No. N9008Q Time (Lcl) - 2054 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - BEECH V-35B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 290/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 25000 FT THIN OVC
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ATLANTA, GA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - GO AROUND
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ST. GEORGES ISLAND
Runway Ident - 14
Runway Lth/Wid - 3600/ 65
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND

Age - 25

Biennial Flight Review

Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	710	Last 24 Hrs	-	0
Make/Model	-	320	Last 30 Days	-	UNK/NR
Instrument	-	187	Last 90 Days	-	32
Multi-Eng	-	390	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ON FINAL APCH TO ST. GEORGES ARPT HE LOST POWER. ON AN ATTEMPT TO GO AROUND COLLIDED WITH TREES, FLIPPED OVER & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 1463

9/10/87

APALACHICOLA, FL

A/C Reg. No. N9008Q

Time (Lc1) - 2054 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)
2. OBJECT - TREE(S)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1462 9/11/87 BELLE GLADE, FL A/C Reg. No. N23600 Time (Lcl) - 0930 EDT

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

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

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

Make/Model - AIRTRACTOR AT301	Eng Make/Model - P & W R1340	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 7050	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 600 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 280/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12847
SE LAND, ME LAND	Months Since - 11	Make/Model- 3300
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 12
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE WAS SPRAYING WATER TO CLEAN OUT HIS HOPPER TANK. DURING APPROACH TO LAND THE ENG QUIT. UNABLE TO REACH THE AIRSTRIPE THE PLT LANDED ON A ROAD. ON LANDING ROLLOUT ON THE ROAD HE STRUCK A HIDDEN 55 GALLON DRUM WITH THE RIGHT WING TIP. SPUN APPROXIMATELY 60 DEGREES TO THE RIGHT, FLIPPED OVER & CAME TO REST INVERTED IN A CANAL ALONGSIDE THE ROAD. POST CRASH EXAMINATION OF THE ENGINE REVEALED THAT THE AIRCRAFT LOST POWER DUE TO THE FAILURE OF THE INTERNAL SUPERCHARGER.

Brief of Accident (Continued)

File No. - 1462

9/11/87

BELLE GLADE, FL

A/C Reg. No. N23600

Time (Lc1) - 0930 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. ENGINE ASSEMBLY, BLOWER/IMPELLER - 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. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
3. OBJECT - OTHER

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1491 9/15/87 TAMPA, FL A/C Reg. No. N211PD Time (Lcl) - 1337 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -HOLIDAY AIR	SUBSTANTIAL		Fatal	Serious	Minor
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -TAXI					None
					2
					3

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

Make/Model - BEECH 200	Eng Make/Model - P & W PT-6A	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 - 15	Rated Power - 850 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/004 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point JACKSONVILLE, FL</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data TAMPA</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP</p> <p>SE LAND,ME LAND</p>	<p>Age - 48</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - B-200</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 5002</p> <p>Make/Model- 2000</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- 76</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT AS HE WAS TAXIING TO THE RAMP, HIS ATTENTION WAS MOMENTARILY DIVERTED AWAY FROM THE CLEARANCE BETWEEN THE LEFT SIDE OF THE WING TIP & THE BUILDING'S STEEL SUPPORT WHEN THE TRAILING EDGE OF THE AILERON CONTACTED THE SUPPORT.

Brief of Accident (Continued)

File No. - 1491

9/15/87

TAMPA, FL

A/C Reg. No. N211PD

Time (Lc1) - 1337 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. OBJECT - POLE
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 3. 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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1567 9/25/87 MIAMI, FL A/C Reg. No. N76Q Time (Lcl) - 1355 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR CARGO AMERICA, INC.	DESTROYED		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	2	0	0	0	0
Flight Conducted Under	-14 CFR 135	ON GROUND	Pass	0	0	0	0	0
Accident Occurred During	-DESCENT							

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

Make/Model	- BEECH D18S	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	- 10200	Engine Type	- RECIP-FUEL INJECTED		
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	SAME AS ACC/INC			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	FT. MYERS, FL		MIAMI INTERNATIONAL	
Wind Dir/Speed	- 310/006 KTS	ATC/Airspace		Runway Ident	- 27R
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 10500/ 200
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 10250	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 6	Make/Model - 1500	Last 30 Days - 70
	Aircraft Type - BE-18	Instrument - 1500	Last 90 Days - 220
		Multi-Eng - 7700	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT TAXI TO THE END OF RUNWAY 27R AND POSITIONED SO THE TAIL WAS OUT IN THE OVERRUN AREA. WITNESSES FURTHER STATED THE AIRCRAFT APPEARED TO TAKE AN OVERLY LONG TAKEOFF ROLL BEFORE LIFTING OFF. AFTER LIFT OFF, THE AIRCRAFT PITCHED UP VERTICALLY, CLIMBED TO ABOUT 100 FEET, ROLLED LEFT INVERTED, CRASHED TO THE GROUND IN A DIVE ON A HEADING OF 035 DEGREES AND BURST INTO FLAMES. THE AIRCRAFT WAS 955 POUNDS OVER MAXIMUM GROSS WEIGHT AND THE CG WAS 14.5 INCHES AFT OF THE MOST REARWARD LIMIT. THE WEIGHT AND BALANCE FORM HAD BEEN ALTERED TO INDICATE THE AIRCRAFT WAS WITHIN LIMITS FOR WEIGHT AND BALANCE PRIOR TO DEPARTURE. EXAMINATION OF FAA RECORDS REVEALED AIR CARGO AMERICA HAD BEEN CITED FOR NUMEROUS BREACHES OF FEDERAL AIR REGULATIONS AND THE PILOT-IN-COMMAND HAD A HISTORY OF SUSPENSIONS/REVOCATIONS OF HIS PILOT AIRMAN IN CERTIFICATE. A PILOT OF AIR CARGO AMERICA REPORTED THE COMPANY PRESSURED THEIR PILOTS TO OPERATE THE AIRCRAFT OUTSIDE THE REQUIREMENTS OF THE FEDERAL AIR REGULATIONS. FAA WAS NOTIFIED OF THESE PRACTICES IN 1985.

Brief of Accident (Continued)

File No. - 1567

9/25/87

MIAMI, FL

A/C Reg. No. N76Q

Time (Lcl) - 1355 EDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. DOCUMENTATION - INACCURATE - PILOT IN COMMAND
4. COMPANY-INDUCED PRESSURE - PILOT IN COMMAND
5. JUDGEMENT - POOR - PILOT IN COMMAND
6. SUPERVISION - INADEQUATE - COMPANY/OPERATOR MGMT
7. SUPERVISION - INADEQUATE - FAA(OTHER/ORGANIZATION)

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) 2,3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1505 12/27/87 PENSACOLA, FL A/C Reg. No. N8948E Time (Lcl) - 2339 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-EASTERN AIR LINES	SUBSTANTIAL					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	4
Accident Occurred During	-LANDING						99

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

Make/Model	- MCDONNELL-DOUGLAS DC-9-31	Eng Make/Model	- P&W JT8D-7B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 105000	Engine Type	- TURBOFAN		
No. of Seats	- 106	Rated Power	- 14000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- IN PERSON	ATLANTA, GA			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- IMC	SAME AS ACC/INC		PENSACOLA REGIONAL	
Wind Dir/Speed	- 310/007 KTS			Runway Ident	- 16
Visibility	- 2.000 SM	ATC/Airspace		Runway Lth/Wid	- 7002/ 150
Lowest Sky/Clouds	- N/A	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 900 FT OVERCAST	Type of Clearance	- IFR	Runway Status	- WET
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-LOCALIZER		
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,FLT ENG	Current - YES	Total - 13246	Last 24 Hrs - 4
SE LAND, ME LAND	Months Since - 4	Make/Model - 4397	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - DC-9	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

EASTERN FLT 573 CTCD APCH CTL AT 2323 CST, WAS ADZD TO EXPECT AN ILS RWY 16 APCH & WAS VECTORED ARND WX. AT 2330, THE CTLR ADZD THE ILS GLIDE SLOPE (G/S) HAD GONE INTO "ALARM" BUT THE LOC APPEARED NML. AT 2333, THE WND SHIFTED TO 310 DEG AT 7 KTS. SINCE THE BC APCH TO RWY 34 WAS NOTAMED AS INOP, THE CREW CONTD TO RWY 16, USING 50 DEG OF FLAPS. AT 2334, THEY TOLD THE CTLR, "IF YOU DON'T GET THE G/S UP, WE'LL DO A..LOC APCH." THEY RPRTD RECEIVING THE G/S, BUT WERE ADZD THE G/S WAS STILL IN ALARM. THE ACFT BROKE OUT OF CLDS IN RAIN AT 900'; LGT TURBC WAS ENCTRD ON FINAL APCH. AT ABOUT 1 MILE OUT, THE F/O NOTED THE ACFT WAS HIGH AND ADVISED THE CAPT. THE CAPT PUSHED THE NOSE OVER AND REDUCED POWER, INCREASING SPEED AND RATE OF DESCENT. REQD ALT CALLOUTS WERE NOT MADE. F/O ADVISED CAPT TO FLARE, BUT FLARE WAS INADQT. THE ACFT TOUCHED DOWN HARD & THE FUSELAGE FAILED BTN STNS 813 & 756. ACFT WAS STOPPED WITH THE TAIL RESTING ON THE RWY. 4 PAX RECD MINOR INJURIES DRG EVAC. WX STUDY SHOWED A MOD TO STRONG (VIP LVL 2 TO 3) WX ECHO OVER THE APRCH END OF RWY 16.

Brief of Accident (Continued)

File No. - 1505

12/27/87

PENSACOLA, FL

A/C Reg. No. N8948E

Time (Lcl) - 2339 CST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - TAILWIND
5. TERRAIN CONDITION - DOWNHILL
6. AIRPORT FACILITIES, VISUAL APCH SLOPE IND(VASI) - UNAVAILABLE
7. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
8. MISSED APPROACH - NOT PERFORMED - PILOT IN COMMAND
9. CREW/GROUP COORDINATION - NOT PERFORMED -
10. FLIGHT AND NAVIGATION INSTRUMENTS - INATTENTIVE - PILOT IN COMMAND
11. FLARE - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 7,8,11

Factor(s) relating to this accident is/are finding(s) 9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1551

6/25/87

AUGUSTA, GA

A/C Reg. No. N2334A

Time (Lcl) - 1721 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

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

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire
ON GROUND

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

Make/Model - BEECH V35A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 3400

No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - IMC

Wind Dir/Speed- VARIABLE

Visibility - .500 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ATLANTA, GA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DANIEL FIELD

Runway Ident - 23

Runway Lth/Wid - 3877/ 150

Runway Surface - ASPHALT

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 61

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20998

Make/Model- UNK/NR

Instrument- 1658

Multi-Eng - 13794

Last 24 Hrs - 2

Last 30 Days- 43

Last 90 Days- 142

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT CTCD APCH CTL FOR RADAR SVC & WX INFO. THE DESTN ARPT HAD HVY RAIN & THUNDERSTORM ACTIVITY, BUT THE PLT RPRTD HE HAD THE ARPT IN SIGHT. RADAR SVC WAS TERMINATED & THE PLT BEGAN A VISUAL APCH. WITNESSES RPRTD THE VISIBILITY DROPPED TO 1/2 MI IN HVY RAIN. THEY SAW THE ACFT LAND LONG & "A LITTLE FAST" & SAID IT SEEMED TO FISHTAIL & WAS NOT DECELERATING SUFFICIENTLY. SUBSEQUENTLY, THE PLT INITIATED A GO-AROUND, BUT THE ACFT HIT THE TOP RAIL OF A CHAIN LINK FENCE, THEN IT STRUCK SVRL TREES & CRASHED. NO PREIMPACT MECHANICAL MALFUNCTION OR FAILURE OF THE ACFT OR ENG WAS FOUND. BOTH MAIN TIRES HAD SIGNATURES OF REVERTED RUBBER.

Brief of Accident (Continued)

File No. - 1551

6/25/87

AUGUSTA,GA

A/C Reg. No. N2334A

Time (Lcl) - 1721 EDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - RAIN
3. WEATHER CONDITION - UNFAVORABLE WIND
4. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

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

Finding(s)

5. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
6. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
7. AIRCRAFT PERFORMANCE,HYDROPLANING CONDITION - WATER
8. GO-AROUND - DELAYED - PILOT IN COMMAND
9. OBJECT - FENCE
10. OBJECT - TREE(S)

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1592 8/14/87 OFFERMAN,GA A/C Reg. No. N55649 Time (Lcl) - 1845 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED

Fire
NONE

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

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
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- 090/008 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

WAYCROSS,GA

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 56

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL FLT THE ACFT WAS OBSERVED FLYING AT A LEVEL ATTITUDE APPROX 10 FT ABOVE A CORN FIELD AT HIGH SPEED. THE RIGHT WING OF THE ACFT STRUCK TREE BRANCHES APPROX 60 FT AGL DURING A PULL UP. A 6 FT SECTION OF THE RIGHT WING SEPARATED. THE ACFT CLIMBED, ROLLED TO THE RIGHT AND NOSED INTO THE GROUND. SEVERAL TIMES IN THE PAST THE PILOT/CO-OWNER OF THE ACFT HAD CIRCLED OVERHEAD THE HOUSE OF A FRIEND WHO LIVED APPROX 300 YDS FROM THE ACCIDENT SITE. SHE REPORTED THAT DURING PAST "FLY-OVERS" THE ACFT HAD BEEN AT A SAFE ALTITUDE. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1592

8/14/87

OFFERMAN,GA

A/C Reg. No. N55649

Time (Lcl) - 1845 EDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. BUZZING - PERFORMED - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
 4. 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) 2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1593 9/19/87 JESUP,GA A/C Reg. No. N77126 Time (Lcl) - 1120 EDT

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

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

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

Make/Model - CESSNA 140	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	Runway Ident - N/A
Wind Dir/Speed- 310/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1500
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 10
		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 INITIAL TAKEOFF THE AIRCRAFT'S ENGINE LOST POWER AND THE AIRCRAFT COLLIDED WITH THE GROUND. INVESTIGATION REVEALED THE CARBURETOR INLET FILTER WAS 50 PERCENT PLUGGED WITH RUSTY MATERIAL AND TWO TABLESPOONS OF RUSTY WATER REMAINED IN THE CARBURETOR BOWL. THE AIRCRAFT HAD A STC FOR USE OF AUTOMOBILE FUEL.

Brief of Accident (Continued)

File No. - 1593

9/19/87

JESUP,GA

A/C Reg. No. N77126

Time (Lcl) - 1120 EDT

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

Finding(s)

1. FUEL SYSTEM,STRAINER - BLOCKED(PARTIAL)
 2. FUEL SYSTEM,CARBURETOR - CONTAMINATION
 3. FLUID,FUEL - WATER
 4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - 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

----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. - 1450

4/22/87

MOKULEIA, HI

A/C Reg. No. N11468

Time (Lc1) - 1600 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - SCHWEIZER SGS2-33
Landing Gear - HULL
Max Gross Wt - 1430
No. of Seats - 3

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- 050/015 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 66

Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - L14

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

Total	- 5400	Last 24 Hrs -	5
Make/Model-	497	Last 30 Days-	40
Instrument-	25	Last 90 Days-	120
Multi-Eng -	2000		

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLT ALONG A RIDGE LINE, WHILE MANEUVERING AROUND A CLOUD BUILD-UP, THE ACFT ENTERED A WINDSHEAR THAT SUDDENLY NOSED THE ACFT OVER IN AN APRX 75 DEG VERTICAL DIVE. JUST PRIOR TO COLLIDING WITH TREES, THE PLT WAS ABLE TO REGAIN SOME CONTROL OF THE ACFT AND COLLIDED WITH THE TERRAIN IN AN APRX 45 DEG ATTITUDE. IN THESE MOUNTAINS A CATABATIC WIND OFTEN FLOWS DOWNSLOPE AS SOLAR HEAT IS RADIATED FROM THE TERRAIN, COOLING THE TERRAIN SURFACE. THE TRADE WINDS CROSS THE RIDGES OBLIQUELY RESULTING IN EDDIES THAT PRODUCE OFF RIDGE FLOW. WHEN THE EDDIES AND CATABATIC GUSTS COINCIDE, A WIND SHEAR CAN OCCUR.

Brief of Accident (Continued)

File No. - 1450

4/22/87

MOKULEIA, HI

A/C Reg. No. N11468

Time (Lc1) - 1600 HST

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

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. ALTITUDE - INADEQUATE -
-

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

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

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. - 1502 5/14/87 HONOLULU, HI A/C Reg. No. N704QH Time (Lcl) - 1100 HST

-----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 - APPROACH			0	0	0
					1
					0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	FORD ISLAND
Wind Dir/Speed- 010/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 88
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT AND CFI LANDED AT FORD ISLAND AND THE CFI DEPLANED TO OBSERVE THE STUDENT PERFORM SOLO LANDINGS. THE STUDENT EXECUTED ONE TAKEOFF AND LANDING WITHOUT INCIDENT. ON THE SECOND APPROACH THE STUDENT ELECTED TO MAKE A GO-AROUND. HE USED FULL FLAPS FOR THE APPROACH AND DID NOT RAISE THE FLAPS FOR THE GO-AROUND. THE AIRCRAFT STRUCK THE TOP OF A TREE, BUT THE PILOT RETAINED CONTROL AND LANDED WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1502

5/14/87

HONOLULU, HI

A/C Reg. No. N704QH

Time (Lcl) - 1100 HST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1455 4/12/87 COUNCIL BLUFFS, IA A/C Reg. No. N50223 Time (Lcl) - 0830 CDT

-----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	NONE	Pass 0	0	0	0
Accident Occurred During	-DESCENT					

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

Make/Model	- CESSNA 150-H	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	COUNCIL BLUFFS
Wind Dir/Speed	- 360/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 5.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT THIN OVC	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FULL STOP
Obstructions to Vision	- NONE		Runway Surface
Precipitation	- NONE		- DIRT
Condition of Light	- DAYLIGHT		Runway Status
			- WET

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

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 14	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 14	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 0	Last 90 Days - 14

Instrument Rating(s) - NONE

-----Narrative-----

ACQUAINTANCES STATED THAT THE STUDENT PILOT WAS VERY MOTIVATED IN THE PURSUIT OF HIS PRIVATE PILOT CERTIFICATE AND THAT, ON THE DAY OF THE ACCIDENT, HE WAS LOOKING FORWARD TO THIS FIRST SOLO FLIGHT. ACCORDING TO HIS INSTRUCTOR-PILOT, WHO ALSO WITNESSED THE ACCIDENT, THE STUDENT ACCOMPLISHED A SUCCESSFUL FIRST SOLO FLIGHT AND TAXIED BACK FOR FURTHER INSTRUCTIONS. AFTER A SHORT DEBRIEFING AND DISCUSSION WITH HIS INSTRUCTOR THE STUDENT TAXIED BACK TO THE RUNWAY AND MADE A NORMAL TAKE-OFF, CLIMBOUT, AND CLOSED-CIRCUIT TRAFFIC PATTERN. DURING FINAL APPROACH, OTHER WITNESSES STATED, THE AIRCRAFT BEGAN INCREASING THE PITCH ATTITUDE AND LOSING ALTITUDE WITHOUT ANY SUBSTANTIAL INPUT IN POWER. THE STUDENT SUDDENLY BROKE OFF THE APPROACH WHILE OVER THE RUNWAY THRESHOLD AND PROCEEDED IN AN ERRATIC, NOSE-HIGH, LEFT TURN MANEUVER BACK TO THE AIRPORT. HE CONTINUED IN THIS CONFIGURATION UNTIL THE AIRCRAFT APPEARED TO LOSE CONTROL IN A STALL-SPIN THEN PLUMMET, NOSE FIRST TO THE GROUND.

Brief of Accident (Continued)

File No. - 1455

4/12/87

COUNCIL BLUFFS, IA

A/C Reg. No. N50223

Time (Lc1) - 0830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

1. GO-AROUND - INITIATED - PILOT IN COMMAND

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, ANXIETY/APPREHENSION - PILOT IN COMMAND

3. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1535 7/27/87 DAVENPORT, IA A/C Reg. No. N5352 Time (Lcl) - 1835 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	1	0	0
Accident Occurred During -DESCENT			0	0	0

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

Make/Model - WATTS 532 ELITE	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 728	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	DAVENPORT
Wind Dir/Speed- 050/018 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - N/A
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 - 263
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 13
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES LOCATED 1/4 MI NORTH OF THE ACCIDENT SITE, OBSERVED THE GYROCOPTER DEPARTING THE DAVENPORT, IA AIRPORT AND TURNING TO THE SOUTHWEST. WHILE IN CRUISE FLIGHT THE WITNESSES OBSERVED THE AIRCRAFT MOVING IN AN UP AND DOWN MOTION PRIOR TO WHAT APPEARED TO BE PARTS OF THE GYROCOPTER FLYING OFF. THE GYROCOPTER THEN FELL VERTICALLY INTO A CORNFIELD. ON SCENE INVESTIGATION REVEALED THAT THE RUDDER WAS STRUCK BY THE MAIN ROTOR BLADE WHICH SEPARATED FROM ITS MOUNTING. A NEARBY WEATHER REPORTING STATION REPORTED A WIND CHANGE OF NEARLY 80 DEGREES AND WIND GUSTS TO 26 KNOTS DURING THE FLIGHT. LOCAL OPERATORS OF THE SAME TYPE OF GYROCOPTER INDICATED THE "FLIGHT CONTROLS WERE EXTREMELY SENSITIVE INFLIGHT AND OVERCONTROL IS POSSIBLE WHEN IN TURBULENT WIND CONDITIONS." NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1535

7/27/87

DAVENPORT, IA

A/C Reg. No. N5352

Time (Lcl) - 1835 CDT

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - EXCESSIVE - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

5. FLIGHT CONTROL, RUDDER - SEPARATION
6. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1467

9/05/87

SALMON, ID

A/C Reg. No. N2467F

Time (Lcl) - 1200 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 180H
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - 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
DIXIE, ID
Destination
COVE, ID

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - UNK/NR

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1806	Last 24 Hrs	-	1
Make/Model	-	1250	Last 30 Days	-	UNK/NR
Instrument	-	192	Last 90 Days	-	40
Multi-Eng	-	3			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON APPROACH FOR LANDING A TOTAL LOSS OF POWER OCCURRED FOR UNDETERMINED REASONS.

Brief of Accident (Continued)

File No. - 1467

9/05/87

SALMON, ID

A/C Reg. No. N2467F

Time (Lc1) - 1200 MDT

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE

-----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. - 1466

9/07/87

STAR, ID

A/C Reg. No. N4944D

Time (Lcl) - 1600 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

MINOR
Fire
NONE

Crew
Pass
Other

Fatal
0
0
0

Serious
0
0
1

Minor
0
0
0

None
1
3
0

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

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

Eng Make/Model - CONTINENTAL O-470L
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- 320/010 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
CALDWELL, ID

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

JUMP WEST
Runway Ident - 23
Runway Lth/Wid - 4200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 31

Biennial Flight Review

Current - YES
Months Since - 19
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 776
Make/Model- 334
Instrument- 20
Multi-Eng - 8
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 47

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS TO THE LEFT OF THE CENTERLINE DURING TAKEOFF RUN ON THE 60 FOOT WIDE AIRSTRIP. A CROSS WIND WAS PRESENT FROM THE RIGHT. THE AIRCRAFT'S LEFT WING STRUCK A PERSON STANDING CLOSE TO THE RUNWAY EDGE. THE PILOT STATED THAT HE HAD HIS EYES ON HIS INSTRUMENTS WHEN THE PERSON WAS STRUCK.

Brief of Accident (Continued)

File No. - 1466

9/07/87

STAR, ID

A/C Reg. No. N4944D

Time (Lc1) - 1600 MDT

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

Finding(s)

1. OBJECT - OTHER PERSON
2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. VISUAL LOOKOUT - INATTENTIVE - OTHER PERSON

----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. - 1408 9/21/87 HAILEY, ID A/C Reg. No. N2545S Time (Lc1) - 2110 MDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries	
Name of Carrier -DON'S FLYING SERVICE	DESTROYED		Fatal	Serious
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	1	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	2	0
Accident Occurred During -DESCENT				Minor
				None
				0
				0

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

Make/Model - CESSNA T210L	Eng Make/Model - CONTINENTAL TS10-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BOISE, ID	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT THIN BKN	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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1130
SE LAND, ME LAND	Months Since - 2	Make/Model- 10
	Aircraft Type - C-210L	Instrument- 303
		Multi-Eng - 198
		Last 24 Hrs - 1
		Last 30 Days- 11
		Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER DARK NIGHT TAKEOFF, ACFT WAS OBSERVED TO EXECUTE AN IMMEDIATE LEFT TURN UP A CANYON INTO RISING TERRAIN. DURING CLIMB, ACFT LIGHTS WERE SEEN TO PERFORM MANEUVER CHARACTERISTIC OF STALL/SPIN. INVESTIGATION SHOWED ACFT STRUCK TERRAIN SLIGHTLY NOSE LOW. NO EVIDENCE FOUND OF PRE-IMPACT FAILURE OR MALFUNCTION IN ACFT STRUCTURE, POWER PLANT OR SYSTEMS.

Brief of Accident (Continued)

File No. - 1408

9/21/87

HAILEY, ID

A/C Reg. No. N2545S

Time (Lc1) - 2110 MDT

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

Finding(s)

1. PROPER CLIMB RATE - MISJUDGED - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL
 4. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
-

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

Finding(s)

6. TERRAIN CONDITION - RISING
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1484 3/25/87 CHICAGO, IL A/C Reg. No. N128AA Time (Lcl) - 0830 CST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES	NONE		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	1	5	13
Accident Occurred During	-STANDING						158

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

Make/Model	- MCDONNELL DOUGLAS DC-10-10	Eng Make/Model	- GE CF6-6K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 440000	Engine Type	- TURBOFAN		
No. of Seats	- 295	Rated Power	- 49000 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	O'HARE INTL	
Wind Dir/Speed	- 190/014 KTS	Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	Runway Surface	- CONCRETE
Lowest Ceiling	- 3300 FT BROKEN	Runway Status	- WET
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total	- 13000
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 302
	Aircraft Type - DC-10	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER ARRIVING AT THE GATE IN CHICAGO, FUMES & SMOKE WERE NOTED IN ZONE C OF THE CABIN, THEN THE CABIN LGTG WENT OUT & THE EMERG LGTG CAME ON. MAINT PSNL FND THE #2 APU HAD AN AUTO-SHUTDOWN DUE TO A MALFUNCTION. THE APU WAS PLACARDED AS INOP & THE ACFT WAS RTRND TO SVC. AS IT WAS CLBG, SHORTLY AFTER TAKEOFF, SMOKE BCM NOTICEABLE & THE CREW ELECTED TO RTRN TO THE ARPT & LND. AFTER LNDG, THE SMOKE HAD DISSIPATED & FIRE DEPT PSNL RPRTD NO INDCN OF SMOKE OR FIRE. SUSPECTING ONLY AN AIR CONDITIONING PROBLEM, THE CREW ELECTED TO CONT TO THE GATE. AS THEY BGN TAXIING, A FLT ATTENDANT RPRTD THE SMOKE WAS INCREASING, SO THE CAPT STOPPED THE ACFT & DIRECTED AN EVACUATION. A X-WIND PREVENTED PROPER DEPLOYMENT OF THE SLIDES ON THE RGT SIDE OF THE ACFT. DRG THE EVACUATION, AN ELDERLY PAX, USING SLIDE L-4 ON THE LEFT SIDE, WAS SERIOUSLY INJURED BY OTHERS WHO CAME DOWN THE SLIDE AFTER HIM. ALSO, 5 PAX RECEIVED MINOR INJURIES DRG EVACUATION. AN INV REVEALED THE SMOKE WAS CAUSED BY OIL FROM A FAILED APU BEARING WHICH LEAKED INTO THE AIR CONDITIONING SYS.

Brief of Accident (Continued)

File No. - 1484

3/25/87

CHICAGO, IL

A/C Reg. No. N128AA

Time (Lc1) - 0830 CST

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

Finding(s)

1. AUXILIARY POWER UNIT - FAILURE, TOTAL
 2. FLUID, OIL - LEAK
 3. MAINTENANCE - INADEQUATE - COMPANY MAINTENANCE PSNL
 4. AIR COND/HEATING/PRESSURIZATION - SMOKE
 5. PRECAUTIONARY LANDING - PERFORMED -
-

Occurrence #2 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

6. WEATHER CONDITION - UNFAVORABLE WIND
 7. EMERGENCY EQUIPMENT - IMPROPER USE OF -
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1591 7/16/87 SAVOY, IL A/C Reg. No. N4967B Time (Lcl) - 1557 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	WILLARD
Wind Dir/Speed- 130/009 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5301/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 21
		Last 30 Days- UNK/NR
		Instrument- 2
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT WAS ON HIS INITIAL SOLO FLIGHT AND HAD BEEN INSTRUCTED TO DO TOUCH AND GO LANDINGS. ON HIS SECOND LANDING HE DID NOT ACHIEVE A PROPER FLARE ATTITUDE, THE AIRCRAFT TOUCHED DOWN FLAT AND FAST AND BEGAN TO PORPOISE. AFTER APPROXIMATELY THREE BOUNCES, THE AIRCRAFT'S NOSE GEAR FAILED AND THE AIRCRAFT CAME TO A REST.

Brief of Accident (Continued)

File No. - 1591

7/16/87

SAVOY, IL

A/C Reg. No. N4967B

Time (Lc1) - 1557 CDT

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

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

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. - 1573

8/14/87

CRESTWOOD,IL

A/C Reg. No. N10816

Time (Lcl) - 1130 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - MOONEY 20K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-LB1
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 - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 060/008 KTS
Visibility - 1.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NASHVILLE,TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - SPECIAL VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HOWELL
Runway Ident - 36
Runway Lth/Wid - 2598/ 29
Runway Surface - GRAVEL
Runway Status - WET

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - M-20K

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	1950	Last 24 Hrs -	3
Make/Model-	1950	Last 30 Days-	UNK/NR	
Instrument-	200	Last 90 Days-	52	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON ARRIVAL AT HOWELL AIRPORT THE PILOT SET UP A CLOSE APPROACH FOR LANDING ON RUNWAY 36 BECAUSE OF DETERIORATING WEATHER CONDITIONS. THE PILOT WAS UNABLE TO GET CURRENT WIND CONDITIONS AT THE AIRPORT FROM UNICOM BUT DECIDED TO CONTINUE THE APPROACH. DURING THE LANDING FLARE THE PILOT STATED THE AIRCRAFT "FAILED" TO LOSE AIRSPEED AND CONTINUED TO FLY. THE PILOT PROCEEDED TO RETRACT THE FLAPS BUT THE AIRCRAFT REMAINED AIRBORNE. THE PILOT THEN ADDED FULL POWER FOR A GO-AROUND, SIGHTED TREES LOCATED AT THE END OF THE RUNWAY, PULLED BACK ON THE YOKE AND STALLED THE AIRCRAFT INTO THE TREES. SHORTLY AFTER THE ACCIDENT WINDS WERE REPORTED TO BE FROM THE SOUTH AT 12 KNOTS WITH GUSTS TO 15 KNOTS.

Brief of Accident (Continued)

File No. - 1573

8/14/87

CRESTWOOD, IL

A/C Reg. No. N10816

Time (Lc1) - 1130 CDT

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

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. WEATHER CONDITION - TAILWIND
3. WIND INFORMATION - NOT OBTAINED - PILOT IN COMMAND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH

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

Finding(s)

7. OBJECT - TREE(S)

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

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

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

Brief of Accident

File No. - 1481 4/19/87 COLUMBIA CITY, IN A/C Reg. No. N5541C Time (Lcl) - 1707 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	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 - JAGGER TIERRA II	Eng Make/Model - ROTAX 532	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 64 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	COLUMBIA CITY, IN	Runway Ident - 11
Wind Dir/Speed- 090/010 KTS	ATC/Airspace	Runway Lth/Wid - 1584/ 50
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 97
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 42
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF AT ABOUT 100 FEET AGL THE ENGINE LOST POWER. THE AIRCRAFT STALLED AND IMPACTED THE GROUND IN A PLOWED AREA ADJACENT TO THE RUNWAY. THE OWNER/PILOT STATED THAT AN UNIDENTIFIED SUBSTANCE ALMOST TOTALLY BLOCKED THE FUEL FILTER CLOSEST TO THE FUEL TANK.

Brief of Accident (Continued)

File No. - 1481

4/19/87

COLUMBIA CITY, IN

A/C Reg. No. N5541C

Time (Lc1) - 1707 EST

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

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FUEL SYSTEM,FILTER - BLOCKED(TOTAL)
3. FLUID,FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. MANEUVER - ATTEMPTED - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1479 5/18/87 PERU, IN A/C Reg. No. N62629 Time (Lcl) - 0420 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	0
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	2	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 - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	KOKOMO, IN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	AURORA, IL	PERU MUNIC.
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 5.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3000/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 32000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- HAZE	FULL STOP	
Precipitation - NONE	PRECAUTIONARY LANDIN	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 9	Last 24 Hrs - 6
	Aircraft Type - C-172	Make/Model- 18
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING A CROSS COUNTRY VFR FLIGHT AND WAS MAKING A SECOND PRECAUTIONARY LANDING TO AVOID SEVERE WEATHER. ON LANDING THE PILOT LANDED HARD, COLLAPSED THE NOSE GEAR, EXITED THE RUNWAY AND NOSED OVER IN SOFT TERRAIN.

Brief of Accident (Continued)

File No. - 1479

5/18/87

PERU,IN

A/C Reg. No. N62629

Time (Lc1) - 0420 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 3. IMPROPER USE OF PROCEDURE, ANXIETY/APPREHENSION - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
 5. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
-

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

Finding(s)

6. LANDING GEAR, NOSE GEAR - OVERLOAD
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1480

6/13/87

MICHIGAN CITY, IN

A/C Reg. No. N171RB

Time (Lc1) - 2007 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - BANNWART MAXAIR XP-503

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 785

No. of Seats - 2

Eng Make/Model - ROTAX 503

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 46 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- 210/003 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - 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

ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - J3

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6067 Last 24 Hrs - 6

Make/Model- 69 Last 30 Days- 21

Instrument- 12 Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT THE CARBURETOR OF THIS AMATEUR BUILT AIRCRAFT BECAME DETACHED AND THE ENGINE FAILED. AN EMERGENCY LAND WAS ATTEMPTED, HOWEVER OBSTACLES PREVENTED A LANDING AT PRIMARY LANDING SITE AND AN ALTERNATE WAS SELECTED. THE AIRCRAFT WAS UNABLE TO GLIDE TO THE DESTINATION AND STALLED AT ABOUT 16' TO 20' AGL.

Brief of Accident (Continued)

File No. - 1480

6/13/87

MICHIGAN CITY, IN

A/C Reg. No. N171RB

Time (Lcl) - 2007 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - DISCONNECTED
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING
3. STALL - INADVERTENT - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. PLANNED APPROACH - INACCURATE - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1516 6/19/87 MCCORDSVILLE, IN A/C Reg. No. N550LR Time (Lcl) - 1835 EST

-----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	-DESCENT	ON GROUND	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- BOEING E-75	Eng Make/Model	- P&W R985-AN3	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 3200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 450 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/005 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 13000 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 BROOKSIDE, IN</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data BROOKSIDE</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4251
SE LAND,ME LAND	Months Since - 1	Make/Model- 50
GLIDER	Aircraft Type - C-310R	Instrument- 295
		Multi-Eng - 679
		Last 24 Hrs - 0
		Last 30 Days- 30
		Last 90 Days- 222
		Rotorcraft - 55

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMB THE ENGINE SUSTAINED A TOTAL POWER FAILURE AND THE PILOT ATTEMPTED TO RETURN TO THE AIRPORT. THE AIRCRAFT IMPACTED IN A SOYBEAN FIELD APPROXIMATELY 200 FEET SHORT OF THE RUNWAY IN A 20 DEGREE NOSE DOWN ATTITUDE. INVESTIGATION REVEALED THE FLEX DUCT BETWEEN THE LOWER COWLING AIR INTAKE AND THE BENDIX FUEL INJECTOR WAS SUCKED INTO THE THROTTLE BODY. NO SUPPORT WIRE WAS FOUND INSIDE THE DUCT. MAINTENANCE WAS ACCOMPLISHED ON THIS DUCT JUST PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 1516

6/19/87

MCCORDSVILLE, IN

A/C Reg. No. N550LR

Time (Lcl) - 1835 EST

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, RAM AIR - BLOCKED(TOTAL)
 2. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1586 8/16/87 SWITZ CITY, IN A/C Reg. No. N1418Y Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	1	0	0	0
Accident Occurred During	-MANEUVERING	NONE	Pass	1	2	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172C	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point BLOOMFIELD, IN</p> <p>Destination UNK/NR</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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 - 38</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 - 500</p> <p>Make/Model- 450</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING THE BLOOMFIELD ARPT, THE PLT FLEW WITH HIS FAMILY OVER A COAL MINE AREA WHERE HE HAD DONE RECLAMATION WORK. WITNESSES AT THE MINE STATED THAT THEY OBSERVED THE ACFT FLY LOW OVER THE MINE PITS & THAT THE PLT WAVED AT THEM. THE ACFT DEPARTED, THEN RETURNED ABOUT 10 TO 15 MIN LATER. SUBSEQUENTLY, THE ACFT STRUCK A POWER LINE AT AN ESTD ALT OF 76' AGL & CRASHED. CABLE MARKS WERE FOUND ON THE NOSE WHEEL FORK & TIRE. TOXICOLOGY CHECKS SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.13% & A URINE/ALCOHOL LVL OF 0.03%.

Brief of Accident (Continued)

File No. - 1586

8/16/87

SWITZ CITY, IN

A/C Reg. No. N1418Y

Time (Lc1) - 1830 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LOW PASS - PERFORMED - PILOT IN COMMAND
 2. OBJECT - WIRE, TRANSMISSION
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
 5. PHYSICAL IMPAIRMENT (ALCOHOL) - 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) 3,4,5

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. - 1432 7/15/87 SATANTA,KS A/C Reg. No. N4954R Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 188B	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED			
No. of Seats	- 1	Rated Power	- 300 HP			

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SATANTA
Wind Dir/Speed	- 180/001 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3300/ 60
Lowest Ceiling	- NONE	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3125	Last 24 Hrs - 0
ME LAND,SE SEA	Months Since - 15	Make/Model- 2100	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - C-172	Instrument- 0	Last 90 Days- UNK/NR
		Multi-Eng - 51	

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF GROUND RUN ON AN AERIAL APPLICATION OPERATION, THE RIGHT MAIN GEAR LEG SEPARATED APPROXIMATELY 10 INCHES ABOVE THE AXLE. ACFT BECAME UNCONTROLLABLE AND STRUCK THE TERRAIN. POST ACC EXAMINATION DISCLOSED NO DEFECTS WHICH MAY HAVE ASSISTED INITIATION OF THE FRACTURE.

Brief of Accident (Continued)

File No. - 1432

7/15/87

SATANTA,KS

A/C Reg. No. N4954R

Time (Lc1) - 1200 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR,MAIN GEAR - FRACTURED
2. LANDING GEAR,MAIN GEAR - OVERLOAD

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1536

8/04/87

ATCHISON,KS

A/C Reg. No. N714MB

Time (Lcl) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150M

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1500

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - WEATHER NOT PERTINENT

Basic Weather - VMC

Wind Dir/Speed- 270/010 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

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

AMELIA EARHART

Runway Ident - 34

Runway Lth/Wid - 3000/ 48

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 51

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 20 Last 24 Hrs - 1

Make/Model- 20 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE SOLO STUDENT PILOT WAS PRACTICING TOUCH AND GO LANDINGS. THE PILOT STATED HE HAD SUCCESSFULLY PERFORMED 2 LANDINGS. ON THE THIRD LANDING THE AIRCRAFT TOUCHED DOWN TO THE LEFT OF THE RUNWAY'S CENTERLINE, VEERED RIGHT AND OFF THE RUNWAY. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1536

8/04/87

ATCHISON,KS

A/C Reg. No. N714MB

Time (Lcl) - 1730 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER ALIGNMENT - NOT OBTAINED - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1538

8/26/87

KANDRAD0,KS

A/C Reg. No. N8975P

Time (Lcl) - 0400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

Crew

1

0

0

0

ON GROUND

Pass

0

0

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-24-260

Eng Make/Model - LYCOMING IO-540-D4A5

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

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

Wx Briefing - FSS

Method - IN PERSON

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 360/006 KTS.

Visibility - 3.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 100 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

BURLINGTON,CO

Destination

MC COOK,NE

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

Age - 34

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

STUDENT

Current - N/A

Total - UNK/NR

Last 24 Hrs - UNK/NR

Months Since - N/A

Make/Model- UNK/NR

Last 30 Days- UNK/NR

Aircraft Type - N/A

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE FSS STATED THEY HAD PERSONALLY BRIEFED THE STUDENT PILOT ON THE WX EN ROUTE FOR THIS NIGHT FLIGHT AND TOLD HIM VFR WAS NOT RECOMMENDED. AT THE FIRST STOP, HE CALLED THE CO-OWNER OF THE AIRPLANE AND TOLD HER HE HAD BEEN FLYING AROUND STORMS. AT THE NEXT STOP, HE TOLD A POLICEMAN HE WAS LOST AND ASKED FOR DIRECTIONS. WHEN THE AIRPLANE DID NOT ARRIVE, A SEARCH WAS INITIATED. THE AIRPLANE HAD TOUCHED DOWN IN A CORNFIELD ON THE LEFT WINGTIP AND CARTWHEELED. AT THE TIME OF THE ACCIDENT, THE WX 18NM EAST WAS PARTIAL OBSCURATION, MEASURED CEILING 100 FT. BROKEN, 1500 FT. OVERCAST, VISIBILITY 3 MILES IN FOG, TEMP. 57 DEGREES F, WINDS FROM 360 DEGREES AT 6 KTS, ALTIMETER 30.12 IN HG. NO RECORD OF THE PLTS FLT TIME COULD BE LOCATED.

Brief of Accident (Continued)

File No. - 1538

8/26/87

KANORADO,KS

A/C Reg. No. N8975P

Time (Lcl) - 0400 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. JUDGEMENT - POOR - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6

Factor(s) relating to this accident is/are finding(s) 1,2,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1402 6/15/87 BOWLING GREEN, KY A/C Reg. No. N1823Z Time (Lc1) - 2100 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	3	0	0	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 205C	Eng Make/Model - CONTINENTAL IO-470	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LANSING, IL	BOWLING GREEN
Wind Dir/Speed- 170/004 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 5.0 SM	Type of Flight Plan - UNK/NR	Runway Lth/Wid - 6500/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - MACADAM
Lowest Ceiling - OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 1069
SE LAND, ME LAND	Months Since - 5	Make/Model- 27
	Aircraft Type - UNK/NR	Instrument- 65
		Multi-Eng - 126
		Last 24 Hrs - UNK/NR
		Last 30 Days- 60
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF FROM BOWLING GREEN, THE PILOT REPORTED A PROBLEM. HE DID NOT REPORT THE DETAILS OF THE PROBLEM, BUT WITNESSES HEARD THE AIRCRAFT BACKFIRING AS IT DESCENDED. THE AIRCRAFT HAD TAKEN ON FUEL AT BOWLING GREEN. THE INVESTIGATION FAILED TO CONCLUSIVELY DETERMINE THE CAUSE OF THE REPORTED AIRCRAFT PROBLEM. THE IMPACT AND POST CRASH FIRE DESTROYED THE AIRFRAME AND PREVENTED A COMPLETE INSPECTION OF THE ENGINE'S IGNITION AND FUEL SYSTEMS. HOWEVER, THE ENGINE EXAMINATION FAILED TO DISCLOSE ANY MECHANICAL PROBLEMS. THE EXAM DISCLOSED THAT BOTH THE PISTON AND VALVE TOPS WERE FREE OF COMBUSTION CARBON.

Brief of Accident (Continued)

File No. - 1402

6/15/87

BOWLING GREEN, KY

A/C Reg. No. N1823Z

Time (Lc1) - 2100 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1446 8/09/87 FALMOUTH, KY A/C Reg. No. N15468 Time (Lcl) - 1430 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
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 98 Last 24 Hrs - 7
Make/Model- 42 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, WITH A PAX, HAD BEEN MAKING TOUCH AND GO LANDINGS AT THE LCL APT FOR ABOUT 40 MIN. THE FINAL T.O. WAS PRECEDED BY A FULL STOP LDG. SHORTLY AFTER LIFT OFF, THE PLT REPTD THAT THE ACFT LOST PWR AND HE WAS UNABLE TO CLEAR A TREE AT THE TOP OF A RIDGE LINE. SUBSEQUENT INSPECTION REVEALED THAT THE RIGID HOUSING AT THE ENGINE END OF THE THROTTLE CABLE HAD FRACTURED ALLOWING THE CABLE TO DISPLACE TO THE SIDE RATHER THAN PUSH THE THROTTLE OPEN. ONE END OF THE RIGID HOUSING WAS ATTACHED TO THE ENGINE AND THE OTHER ACTED AS A SLEEVE FOR THE THROTTLE ARM PUSHROD TO THE CARBURETOR THROTTLE CONTROL ARM.

Brief of Accident (Continued)

File No. - 1446

8/09/87

FALMOUTH, KY

A/C Reg. No. N15468

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
 2. THROTTLE/POWER LEVER, LINKAGE - SEPARATION
-

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)
-

-----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. - 1421 3/27/87 BEDFORD, MA A/C Reg. No. N40958 Time (Lcl) - 0830 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -TAXI			0	0	0
					None
					1
					4

-----Aircraft Information-----

Make/Model - PIPER PA-31-350	Eng Make/Model - LYCOMING TIO-540-J28D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORTLAND, ME	HANSCOM FIELD
Wind Dir/Speed- 320/010 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - UNK/NR
Lowest Ceiling -	Type Apch/Lndg - NONE	Runway Status - UNK/NR
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)
PRIVATE	Current - YES	Total - 4152
SE LAND, ME LAND	Months Since - 17	Make/Model- 115
	Aircraft Type - UNK/NR	Instrument- 1110
		Multi-Eng - 2800
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 32
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI OPERATION IN PREPARATION FOR TAKEOFF, THE LEFT MAIN GEAR OF THE AIRCRAFT IMPACTED AN UNMARKED OPEN MANHOLE AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1421

3/27/87

BEDFORD, MA

A/C Reg. No. N40958

Time (Lcl) - 0830 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRPORT FACILITY
2. VISUAL LOOKOUT - POOR - PILOT IN COMMAND
3. OTHER AIRPORT/RUNWAY MAINTENANCE - NOT IDENTIFIED - GROUND PERSONNEL

----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. - 1490 6/13/87 NANTUCKET, MA A/C Reg. No. N222HF Time (Lcl) - 1012 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- PIPER PA-32RT-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/012 KTS</p> <p>Visibility - 25.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 100 FT OBSCURED</p> <p>Obstructions to Vision- FOG</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>PROVIDENCE, RI</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>NANTUCKET MEMORIAL</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 6303/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 6460
SE LAND	Months Since - UNK/NR	Make/Model- 1500
	Aircraft Type - UNK/NR	Instrument- 2500
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WEATHER AT THE NANTUCKET AIRPORT WAS BELOW THE PRESCRIBED MINIMA FOR THE ILS APPROACH TO RUNWAY 24. A BLANKET BROADCAST HAD BEEN MADE ON THE AIR TRAFFIC FREQUENCIES THAT THE NANTUCKET WEATHER WAS BELOW THE MINIMA FOR MOST USERS AND, THEREAFTER, THE CONTROLLER PROVIDED THE PILOT WITH THE WEATHER AT HIS DESTINATION. THE PILOT WAS CLEARED FOR THE ILS APPROACH TO RUNWAY 24 BUT REPORTED A MISSED APPROACH AFTER PASSING THE OUTER MARKER. THE CONTROLLER ADVISED THE PILOT TO REMAIN ON THE RUNWAY HEADING AND CONTACT DEPARTURE. THERE WERE NO FURTHER COMMUNICATIONS WITH THE FLIGHT. A WITNESS OBSERVED THE AIRCRAFT DESCEND OUT OF THE FOG AND CRASH INTO TREES ABOUT A MILE NORTH OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 1490

6/13/87

NANTUCKET,MA

A/C Reg. No. N222HF

Time (Lcl) - 1012 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. WEATHER EVALUATION - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, SPATIAL DISORIENTATION - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1457 8/22/87 NANTUCKET, MA A/C Reg. No. N83232 Time (Lcl) - 2054 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under - 14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During - APPROACH			1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - PARTIAL, LMTD BY PILOT</p> <p>Basic Weather - UNK/NR</p> <p>Wind Dir/Speed- 230/015 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 1500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point HYANNIS, MA</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data NANTUCKET</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 6303/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 50</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-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 540</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-28-161 WITH A PILOT AND PASSENGER ONBOARD DISAPPEARED FROM THE RADAR SCOPE WHILE BEING VECTORED TO AN ILS APPROACH TO RWY 24 AT NANTUCKET, MA. THE CONTROLLER OBSERVED THE AIRCRAFT IN A SOUTHEASTERLY HEADING AND ASKED THE TOWER CONTROLLER TO QUESTION THE PILOT. THE PILOT REPLIED THAT HE WAS ON THE LOCALIZER. THE LAST OBSERVED ALTITUDE OF THE AIRCRAFT WAS 900 FT. AN OIL SLICK AND A NOSE WHEEL ASSEMBLY WERE FOUND OFFSHORE IN THE WATER. HOWEVER NO SERIALIZED COMPONENTS OR MAJOR WRECKAGE WAS RECOVERED. AIRCRAFT DAMAGE AND INJURIES ARE PRESUMED.

Brief of Accident (Continued)

File No. - 1457

8/22/87

NANTUCKET, MA

A/C Reg. No. N83232

Time (Lcl) - 2054 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. UNDETERMINED
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - NIGHT

----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. - 1569 5/06/87 FREDERICK, MD A/C Reg. No. N8149P Time (Lcl) - 1825 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	0	0	0
Accident Occurred During -TAKEOFF			0	0	1
					0

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2325	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 - 12.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">FREDERICK MUNICIPAL</p> <p>Runway Ident - 10</p> <p>Runway Lth/Wid - 4000/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 1</p> <p style="padding-left: 20px;">Aircraft Type - C-152</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 82</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 2</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 3</td> <td>Last 90 Days- 24</td> </tr> </table>	Total - 82	Last 24 Hrs - 0	Make/Model- 2	Last 30 Days- UNK/NR	Instrument- 3	Last 90 Days- 24
Total - 82	Last 24 Hrs - 0							
Make/Model- 2	Last 30 Days- UNK/NR							
Instrument- 3	Last 90 Days- 24							

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER LIFTOFF THE PILOT STATED THAT THE LEFT WING DROPPED AND THE AIRCRAFT BEGAN TO TURN TO THE LEFT. HE APPLIED RIGHT AILERON AND RAISED THE NOSE TO CLEAR PARKED AIRCRAFT BUT THE AIRCRAFT STRUCK AN AUTOMOBILE THAT WAS PARKED IN FRONT OF A HANGAR AND THEN STRUCK THE HANGAR DOOR. A POST CRASH FIRE DESTROYED THE AIRCRAFT AND MOST OF THE AUTOMOBILE AND HANGAR. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1569

5/06/87

FREDERICK,MD

A/C Reg. No. N8149P

Time (Lc1) - 1825 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. OBJECT - VEHICLE
 4. OBJECT - AIRPORT FACILITY
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

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. - 1568 6/07/87 BALTIMORE, MD A/C Reg. No. N48935 Time (Lcl) - 1558 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
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 - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed- 190/012 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STEVENSVILLE, MD
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BALTIMORE-WASHINGTON INTL
Runway Ident - 33R
Runway Lth/Wid - 3199/ 75
Runway Surface - MACADAM
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 19
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 48	Last 24 Hrs	- UNK/NR
Make/Model-	47	Last 30 Days-	10
Instrument-	0	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT, WHO HAD APPROXIMATELY 47 HOURS IN THE AIRCRAFT AND APPROXIMATELY 8 HOURS AS PILOT-IN-COMMAND, STATED THAT AFTER TOUCHDOWN ON RUNWAY 33R THE AIRCRAFT VEERED TO THE RIGHT AND DEPARTED THE RUNWAY AND COLLIDED WITH A DITCH. THE WIND WAS REPORTED AS 190 DEGREES AT 12 KNOTS.

Brief of Accident (Continued)

File No. - 1568

6/07/87

BALTIMORE,MD

A/C Reg. No. N48935

Time (Lc1) - 1558 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. LANDING GEAR, NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1598 6/20/87 EASTON, MD A/C Reg. No. N4925S Time (Lcl) - 1010 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire	Crew	1	0	0	0
Type of Operation -TEST FLT	NONE	Pass	0	0	0	0
Flight Conducted Under -14 CFR 91						
Accident Occurred During -APPROACH						

-----Aircraft Information-----

Make/Model - STRIPLIN SKY RANGER	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EASTON
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 105
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 8
		Instrument- 3
		Last 30 Days- 8
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

AFTER TAKING OFF ON A TEST FLT, THE PLT REMAINED IN THE TRAFFIC PATTERN & WAS ON DOWNWIND WHEN THE ENG SURGED OR SPUTTERED, THEN LOST POWER. SOON THEREAFTER, THE ACFT ENTERED A STEEP DSCNT & CRASHED. THE EXPERIMENTAL, HOME BUILT ACFT HAD ONLY 11 HRS OF FLT TIME. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE AIRFRAME WAS FND. HOWEVER, DISASSEMBLY OF THE ENG REVEALED THE BREAKER POINT MOUNTING PLATE & MACHINE SCREWS (BOLTS) WERE LOOSE. THE BOLTS HAD BACKED OUT OF THE THREADED HOLES & WERE BENT. ONE BOLT WAS LODGED BTN THE FLYWHEEL & THE ENG HOUSING, RESTRICTING ROTATION. THE LOOSE BREAKER POINT MOUNTING PLATE WAS PART OF THE IGNITION SYS. IT HAD BEEN INSTALLED ON THE ENG HOUSING WITH 2 BOLTS, WASHERS & LOCK WASHERS. RPRTDLY, THE LOCK WASHER(S) HAD BECOME FLAT, INDCG LOSS OF ELASTICITY (LOCKING ABILITY). PREVIOUSLY, THE FLT CTL SYS HAD INSUFFICIENT ELEV CTL AT HI & LOW PWR SETTINGS; TO CORRECT THIS, AN ELEV SPRING WAS INSTALLED & THE ELEV CABLE ATTACHMENT BRACKET WAS REPOSITIONED, BUT THE PREIMPACT COND OF THE ELEV CTL SYS WAS NOT VERIFIED.

Brief of Accident (Continued)

File No. - 1598

6/20/87

EASTON,MD

A/C Reg. No. N4925S

Time (Lc1) - 1010 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. IGNITION SYSTEM - LOOSE
 2. MAINTENANCE - IMPROPER -
-

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

3. UNDETERMINED
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1554 7/06/87 CAMBRIDGE, MD A/C Reg. No. N5775V Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A23-19
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E2C
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 - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
GETTYSBURG, PA

Airport Proximity
ON AIRPORT

Airport Data

CAMBRIDGE-DORCHESTER
Runway Ident - 34
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 52
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - A23-19

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 700	Last 24 Hrs	- UNK/NR
Make/Model-	600	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	30

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE AIRCRAFT FAILED TO START THE PILOT SET THE THROTTLE, INSURED THE AIRCRAFT WAS TIED DOWN AND ATTEMPTED TO START THE AIRCRAFT BY HAND PROPPING. THE AIRCRAFT STARTED IMMEDIATELY, BROKE BOTH TIE-DOWN ROPES, TRAVELED ACROSS THE FIELD INTO A DITCH AND SUBSTAINED SUBSTANTIAL DAMAGE. THE TIE-DOWN ROPES WERE MADE OF POLYPROPYLENE AND HAD WEAKENED WITH YEARS OF EXPOSURE TO THE SUN. THEY HAVE BEEN REPLACED WITH NYLON 3/8 INCH TIE-DOWN ROPES.

Brief of Accident (Continued)

File No. - 1554

7/06/87

CAMBRIDGE, MD

A/C Reg. No. N5775V

Time (Lcl) - 1115 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND
2. TIE DOWN - INADEQUATE -
3. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1508

9/10/87

CLINTON, MD

A/C Reg. No. N5515U

Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - 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/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 - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HYDE FIELD
Runway Ident - 05
Runway Lth/Wid - 2820/ 30
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 244	Last 24 Hrs	- UNK/NR
Make/Model-	244	Last 30 Days-	UNK/NR
Instrument-	6	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF WITH THE AIRCRAFT OVER THE END OF THE RUNWAY, POWER LOSS OCCURRED. THE PILOT LANDED STRAIGHT AHEAD IN A FIELD AND NOSED OVER. EXAMINATION OF THE AIRCRAFT DID NOT DISCLOSE ANY MECHANICAL MALFUNCTIONS/FAILURES. THE ENGINE WAS STARTED AND OPERATED WITHIN NORMAL OPERATING LIMITS. THE AIRCRAFT WAS FUELED WITH AUTOGAS.

Brief of Accident (Continued)

File No. - 1508

9/10/87

CLINTON, MD

A/C Reg. No. N5515U

Time (Lc1) - 2000 EDT

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 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1456 1/24/87 TROY, MI

A/C Reg. No. N5634E

Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-DESCENT					
		Crew	0	1	0	0
		Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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 - 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
FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

OAKLAND-TROY
Runway Ident - 27
Runway Lth/Wid - 3855/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 22
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 512 Last 24 Hrs - UNK/NR
Make/Model- 223 Last 30 Days- 10
Instrument- 70 Last 90 Days- 10
Multi-Eng - 14 Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

OUTSIDE AIR TEMPERATURE WAS APPROXIMATELY 5 DEGREES F WHEN THE AIRCRAFT ON INITIAL CLIMB EXPERIENCED A TOTAL POWER LOSS. THE PILOT LOWERED THE NOSE AND ATTEMPTED TO MAKE A TURN TO RETURN TO THE RUNWAY. THE AIRCRAFT DID COMPLETE APPROXIMATELY 180 TO 190 DEGREES OF TURN BEFORE IT COLLIDED WITH A HANGAR. THE AIRCRAFT WAS DESTROYED AND THE PILOT RECEIVED SERIOUS INJURIES. INVESTIGATION AFTER THE ACCIDENT REVEALED ICE AND WATER ACCUMULATION IN THE FUEL LINES AND FUEL SAMPLES TAKEN FROM AIRCRAFT. NO FUEL WAS FOUND IN THE CARBURETOR BOWL.

Brief of Accident (Continued)

File No. - 1456

1/24/87

TROY, MI

A/C Reg. No. N5634E

Time (Lcl) - 1700 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. FLUID,FUEL - WATER
3. FUEL SYSTEM,LINE FITTING - ICE
4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1515 7/11/87 CHELSEA, MI A/C Reg. No. N2904A Time (Lcl) - 2130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	3

-----Aircraft Information-----

Make/Model	- PIPER PA-28RT-201	Eng Make/Model	- CONTINENTAL IO-360-C1C6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	ON AIRSTRIIP
Method	- TV/RADIO	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	YPSILANTI, MI	SHARPHORN
Wind Dir/Speed	- 230/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 21
Lowest Sky/Clouds	- 25000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 1800 -UNK/NR
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT		Runway Status
			- WET

-----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 - 976	Last 24 Hrs - 0
SE LAND, ME LAND	Months Since - 2	Make/Model - 76	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 84	Last 90 Days - 107
		Multi-Eng - 76	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT AND THREE PASSENGERS ATTEMPTED A TAKEOFF FROM A 1800 FOOT SOD, UPSLOPING RUNWAY WITH TALL, WET GRASS. DENSITY ALTITUDE WAS 2700 FEET. AS THE AIRCRAFT CLIMBED OUT OF GROUND EFFECT THE PILOT SAID THE ENGINE SOUNDED "FUNNY" AND ABORTED THE TAKEOFF. THE AIRCRAFT RAN OFF THE DEPARTURE END OF THE RUNWAY, STRUCK A TREE AND THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1515

7/11/87

CHELSEA,MI

A/C Reg. No. N2904A

Time (Lc1) - 2130 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
4. TERRAIN CONDITION - HIGH VEGETATION
5. TERRAIN CONDITION - WET

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - TREE(S)

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1539 9/25/87 KANSAS CITY, MO A/C Reg. No. N192CA Time (Lcl) - 2048 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CENTRAL AIRLINES, INC.	SUBSTANTIAL		Fatal	0	0	0
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	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 500B	Eng Make/Model	- LYCOMING IO-540-E1B5	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6750	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 290 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		KANSAS CITY INTERNATIONAL	
Wind Dir/Speed	- 090/007 KTS	ATC/Airspace		Runway Ident	- 19
Visibility	- 15.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 10801/ 150
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- TRAFFIC PATTERN	Runway Status	- DRY
Obstructions to Vision	- NONE		FULL STOP		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 6778	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 1	Make/Model - 1216	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 256	Last 90 Days - 135
		Multi-Eng - 1753	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS ON APPROACH TO KANSAS CITY INTERNATIONAL WHEN HE WAS REQUESTED TO SLOW DOWN AND FOLLOW ANOTHER AIRCRAFT. HE USED HIS CHECKLIST AND DECIDED TO LEAVE THE GEAR UP UNTIL HE WAS CLOSER TO THE AIRPORT. ON SHORT FINAL HE EXTENDED THE FLAPS BUT FAILED TO EXTEND THE GEAR. THE AIRPLANE SLID FOR 600 FEET. THE CONDENSED CHECKLIST, WHICH THE PILOT WAS USING, DID NOT INCLUDE CHECKING THE LANDING GEAR WARNING HORN BEFORE EXTENDING THE GEAR. THE AMPLIFIED CHECKLIST CONTAINS THIS.

Brief of Accident (Continued)

File No. - 1539

9/25/87

KANSAS CITY,MO

A/C Reg. No. N192CA

Time (Lcl) - 2048 CDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. CHECKLIST - INADEQUATE - MANUFACTURER
 3. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
 4. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 5. LIGHT CONDITION - BRIGHT NIGHT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1453 8/26/87 LELAND, MS A/C Reg. No. N4002K Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	Pass	0	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model - AYRES S2R-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 - NO	
Max Gross Wt - 8100	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- 180/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">PRATHER FARMS AIRSTRIP</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2700 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7013
SE LAND, ME LAND	Months Since - 6	Make/Model- 4818
	Aircraft Type - UNK/NR	Instrument- 117
		Multi-Eng - 68
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLIGHT EN ROUTE TO A FIELD FOR AERIAL APPLICATION THE ENGINE LOST POWER WHEN THE NUMBER ONE CYLINDER CRACKED BETWEEN THE SPARK PLUG HOLES. WHILE MANEUVERING TO LAND AT A SOD AIRSTRIP ALTITUDE COULD NOT BE MAINTAINED AND THE LEFT SPRAY BOOM CONTACTED A SOY BEAN FIELD. CONTROL WAS LOST AND THE AIRCRAFT TOUCHED DOWN HARD ON THE RIGHT LANDING GEAR CAUSING IT TO COLLAPSE. THE PILOT ATTRIBUTED THE CRACK IN THE CYLINDER TO TIME IN SERVICE ON THE CYLINDER AND STATED THIS IS A COMMON OCCURRENCE.

Brief of Accident (Continued)

File No. - 1453

8/26/87

LELAND, MS

A/C Reg. No. N4002K

Time (Lcl) - 1845 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF

Phase of Operation CRUISE

1. ENGINE ASSEMBLY, CYLINDER - FATIGUE

2. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 1406

7/04/87

LAKESIDE, MT

A/C Reg. No. N132E

Time (Lcl) - 2005 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	9	0	0	0

-----Aircraft Information-----

Make/Model - BEECH D18S
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 8750
No. of Seats - 10

Eng Make/Model - P&W R-985-AN1-14B
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - PARTIAL, LMTD BY PILOT

Itinerary

Last Departure Point
KALISPELL, MT
Destination
COEUR D' ALENE, ID

Airport Proximity

OFF AIRPORT/STRIP

Basic Weather - VMC
Wind Dir/Speed- 180/006 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA
GLIDER

Age - 38

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	- 4000	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 -	25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BORROWED THE ACFT TO FLY A MUSICAL GROUP TO KALISPELL FOR A PVT ENGAGEMENT AT LAKESIDE, MT, WHICH WAS APRX 15 MI SOUTH OF THE ARPT. THAT EVENING, THE GROUP BOARDED THE ACFT FOR THE RETURN FLT. AFTER TAKEOFF, THE ACFT WAS SEEN FLYING AT LOW ALT IN THE VCNTY OF WHERE THE MUSICAL GROUP HAD PERFORMED. THE ACFT WAS OBSERVED AT A VERY LOW ALT WHEN IT ENTERED AN ABRUPT CLIMB, THEN WENT INTO A WINGOVER OR HAMMERHEAD STALL TYPE OF MANEUVER & REVERSED DIRECTION. HOWEVER, BEFORE RECOVERING FROM THE ENSUING DIVE, THE ACFT CRASHED ON WOODED TERRAIN. WITNESSES SAID THE ENGS APPEARED TO BE RUNNING NORMALLY. A TEST OF THE PLT'S BLOOD SHOWED A SLIGHT AMOUNT OF ALCOHOL; HOWEVER, THERE WERE INDCNS THIS WAS DUE TO PUTREFACTION.

Brief of Accident (Continued)

File No. - 1406

7/04/87

LAKESIDE, MT

A/C Reg. No. N132E

Time (Lc1) - 2005 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. BUZZING - PERFORMED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. AEROBATICS - ATTEMPTED - PILOT IN COMMAND
5. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1403

7/31/87

KALISPELL, MT

A/C Reg. No. N231SH

Time (Lcl) - 0653 MDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

1

0

0

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - CESSNA A188B

Eng Make/Model - CONTINENTAL IO-520

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 4000

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 1

Rated Power - 300 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 30.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - UNK/NR

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Age - 25

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL

Current - YES

Total - 1450

Last 24 Hrs - 2

SE LAND

Months Since - 2

Make/Model- 900

Last 30 Days- 40

Aircraft Type - 305

Instrument- 0

Last 90 Days- 120

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA AG WAGON, N731SH, HIT AN ELECTRICAL PWR LINE DURING A CLIMBING TURN WHILE CROP SPRAYING. THE ACFT WAS OBSERVED PLUMMETING TO THE GROUND. THE ACFT WAS SUBSTANTIALLY DAMAGED AND THE PLT RECEIVED FATAL INJURIES. THE PLT WAS CLIMBING INTO THE SUN WHICH INTERFERED WITH HIS ABILITY TO SEE THE PWR LINE.

Brief of Accident (Continued)

File No. - 1403

7/31/87

KALISPELL, MT

A/C Reg. No. N231SH

Time (Lc1) - 0653 MDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. LIGHT CONDITION - SUNGLARE
 3. 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1526 10/01/87 MILES CITY, MT A/C Reg. No. N1377A Time (Lc1) - 0730 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18-125
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
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

Wind Dir/Speed- 280/006 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 14000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAWN

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 225 Last 24 Hrs - 0

Make/Model- 15 Last 30 Days- UNK/NR

Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

A CATTLE RANCHER WAS FLYING HIS AIRCRAFT LOOKING FOR STRAY CATTLE AND CHECKING THE CONDITION OF THE RANCH. HE WAS AT APPROXIMATELY 300 FEET AGL WHEN HE SPOTTED CATTLE THAT HAD STRAYED OFF THE RANCH. THE PILOT TURNED TO GET A BETTER VIEW OF THE CATTLE AND FLEW INTO A BOX CANYON. THE INVESTIGATION REVEALED THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE AT THE FAR END OF THE BOX CANYON. NO PREIMPACT MALFUNCTIONS/FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1526

10/01/87

MILES CITY, MT

A/C Reg. No. N1377A

Time (Lc1) - 0730 MDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. TERRAIN CONDITION - BOX CANYON
 3. . PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

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) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1525 10/12/87 GLASGOW, MT A/C Reg. No. N2525S Time (Lcl) - 1610 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	1
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA A185F	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data GLASGOW INTERNATIONAL
Completeness - N/A		Runway Ident - 12
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 5000/ 100
Wind Dir/Speed- 190/013 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 20.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - 18000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 3085
SE LAND	Months Since - 11	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 25
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- 41
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS LANDING ON RWY 12 WITH THE WINDS, AS REPORTED BY UNICOM, 100 DEG AT 10 KTS. HE SAID THAT SHORTLY AFTER TOUCHDOWN THE ACFT WAS HIT BY A STRONG GUST FROM THE RT. THE RT WING LIFTED, THE LT WING HIT THE GROUND, AND THE ACFT NOSED OVER. THE NATIONAL WEATHER SERVICE PROVIDED THE HOURLY OBSERVATION FOR THE AIRPORT, 20 MINUTES PRIOR TO THE ACCIDENT. THE WIND WAS 190 DEGREES AT 13 KNOTS.

Brief of Accident (Continued)

File No. - 1525

10/12/87

GLASGOW,MT

A/C Reg. No. N2525S

Time (Lcl) - 1610 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1524 10/21/87 EKALAKA,MT A/C Reg. No. N2028D Time (Lcl) - 1100 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	0	1	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - BEECH C35	Eng Make/Model - CONTINENTAL E-225-8	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 225 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	WAUKESHA,WI	EKALAKA
Wind Dir/Speed- 190/015 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 20.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2950/ 100
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 168
SE LAND	Months Since - 18	Last 24 Hrs - UNK/NR
	Aircraft Type - C35	Make/Model- 52
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL THE PILOT ENCOUNTERED AN UNEXPECTED TAILWIND. THE PILOT REPORTED THAT HE TRIED TO ABORT THE TAKEOFF BUT TALL GRASS AND THE TAILWIND DID NOT ALLOW THE AIRCRAFT TO DECELERATE PROPERLY. THE AIRCRAFT RAN THROUGH TWO DRAINAGE DITCHES AND STRUCK THE RIDGE OF A THIRD. THE AIRCRAFT CAME TO REST IN A FIELD.

Brief of Accident (Continued)

File No. - 1524

10/21/87

EKALAKA, MT

A/C Reg. No. N2028D

Time (Lc1) - 1100 MDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1522 11/27/87 CONNER, MT A/C Reg. No. N2926D Time (Lcl) - 0930 MST

-----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
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL C-145-2	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONNER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800
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 - 49	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 459
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 428
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF FROM A PRIVATE, GRASS STRIP THE PILOT STATED THE ENGINE BEGAN TO LOSE POWER AT APPROXIMATELY 20 TO 30 FEET AGL. A RAVINE WAS AHEAD AND HE ATTEMPTED TO STRETCH HIS GLIDE TO THE FAR SIDE OF THE RAVINE; HOWEVER, THE AIRCRAFT STALLED AND CRASHED INTO THE RAVINE. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1522

11/27/87

CONNER,MT

A/C Reg. No. N2926D

Time (Lcl) - 0930 MST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
3. AIRSPEED(VS) - NOT MAINTAINED - 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1594 7/13/87 YANCEYVILLE, NC A/C Reg. No. N4869B Time (Lcl) - 1105 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -AERIAL PHOTO	Fire	1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -MANEUVERING					

-----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 - 118 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BURLINGTON, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 320/004 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 - NONE	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 1089
SE LAND	Months Since - 28	Last 24 Hrs - UNK/NR
	Aircraft Type - C-150	Make/Model- 850
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ENGAGED IN LOW ALT COMMERCIAL PHOTOGRAPHY. WITNESSES HAD OBSERVED THE ACFT OPERATING AT A VERY LOW ALTITUDE IN THE AREA FOR THE PAST TWO OR THREE DAYS. THE WITNESS CLOSEST TO THE CRASH SITE RELATED THAT THE ACFT WOULD MAKE A STRAIGHT PASS NEAR A HOMESITE, ADD POWER, START A CLIMBING TURN TO REVERSE DIRECTION AND WHEN ESTABLISHED STRAIGHT AND LEVEL AGAIN, DECREASE POWER. ON THE LAST PASS PRIOR TO THE ACCIDENT, THE ACFT ENTERED A CLIMBING TURN TO THE LEFT AND THE NOSE WAS OBSERVED TO DROP AND THE ACFT DISAPPEARED BEHIND A TREE LINE WHICH WAS BETWEEN TWO OPEN FIELDS. THE WRECKAGE WAS FOUND BY ANOTHER WITNESS ABOUT 20 MINS LATER. THE PHOTO OPERATION WAS CONDUCTED SOLO WITH THE PILOT ATTEMPTING TO FLY THE ACFT FROM THE RIGHT SEAT WHILE ALSO DOING AERIAL PHOTOGRAPHY WITH A 35 MM CAMERA, ALL AT A LOW ALTITUDE.

Brief of Accident (Continued)

File No. - 1594

7/13/87

YANCEYVILLE, NC

A/C Reg. No. N4869B

Time (Lc1) - 1105 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
3. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1416

7/17/87

GRANDFORKS,ND

A/C Reg. No. N7722Y

Time (Lcl) - 1000 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	0
Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
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- 360/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FARGO,ND

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRAND FORKS
Runway Ident - 35R
Runway Lth/Wid - 7349/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 43
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3368	Last 24 Hrs	- UNK/NR
Make/Model-	133	Last 30 Days-	UNK/NR
Instrument-	63	Last 90 Days-	70
Multi-Eng -	885		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL PLT WAS FLYING CROSS COUNTRY ON A PERSONAL FLIGHT. AFTER TAKEOFF DURING GEAR RETRACTION, A LOUD NOISE WAS HEARD IN THE COCKPIT. UPON REACHING THE FIRST DESTINATION, THE PLT ATTEMPTED GEAR DOWN BUT GEAR DID NOT EXTEND. MANUAL EXTENSION WAS ATTEMPTED BUT TO NO AVAIL. THE PLT RETURNED TO HOME AIRPORT AND MADE A GEAR UP LANDING. POST ACCIDENT INVESTIGATION REVEALED EVIDENCE OF NOSE GEAR CENTERING MECHANISM DISLODGED AND BINDING.

Brief of Accident (Continued)

File No. - 1416

7/17/87

GRANDFORKS,ND

A/C Reg. No. N7722Y

Time (Lcl) - 1000 CDT

Occurrence #1

GEAR NOT EXTENDED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - BINDING(MECHANICAL)
 2. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
 3. LANDING GEAR,STEERING SYSTEM - DISENGAGED
 4. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1574 10/31/87 DEVILS LAKE,ND A/C Reg. No. N32887 Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J5A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 3

Eng Make/Model - CONTINENTAL C85-12F
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1741	Last 24 Hrs	- 1
Make/Model-	36	Last 30 Days-	UNK/NR
Instrument-	11	Last 90 Days-	287

Instrument Rating(s) - NONE

-----Narrative-----

A COMMERCIAL PLT WAS GIVING INSTRUCTION TO ANOTHER COMMERCIAL PLT WITH A CFI RATING. WITNESSES OBSERVED THE AIRCRAFT AT APPROXIMATELY 100 FEET OVER A WATER FOWL PRODUCTION LAKE. THE PLT STATED THAT DURING A TURN AND PULL UP, THE ENGINE LOST POWER AND THE AIRCRAFT MADE AN EMERGENCY LANDING IN THE LAKE. NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES WERE FOUND.

Brief of Accident (Continued)

File No. - 1574

10/31/87

DEVILS LAKE,ND

A/C Reg. No. N32887

Time (Lcl) - 1630 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
 3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 4. TERRAIN CONDITION - WATER
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1494 12/19/87 BISMARCK,ND A/C Reg. No. N7381U Time (Lcl) - 1630 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	1
			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210R	Eng Make/Model - CONTINENTAL TS10-520-CE	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 903
SE LAND	Months Since - 10	Make/Model- 700
	Aircraft Type - C-210	Instrument- 175
		Multi-Eng - 103
		Last 24 Hrs - 5
		Last 30 Days- 26
		Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS ATTEMPTING TO TAKEOFF AT DUSK ON A GRAVEL ROAD. THE ACFT VEERED OFF OF ROAD AND HIT A DITCH.

Brief of Accident (Continued)

File No. - 1494

12/19/87

BISMARCK,ND

A/C Reg. No. N7381U

Time (Lc1) - 1630 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 2. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1533 4/25/87 ORLEANS, NE A/C Reg. No. N6048G Time (Lcl) - 0930 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	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 170/010 KTS	ATC/Airspace	- N/A
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR THIN BKN	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 581	Last 24 Hrs - 6
SE LAND	Months Since - 13	Make/Model - 218	Last 30 Days - UNK/NR
	Aircraft Type - C-177RG	Instrument - 0	Last 90 Days - 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE WAS SPRAYING A WHEAT FIELD WITH A LOAD OF CHEMICALS, AND WAS COMPLETING HIS FOURTH SWATH RUN, WHEN HE NOTICED POWERLINES IN HIS FLIGHT PATH. HE PERFORMED AN EVASIVE MANEUVER; HOWEVER, THE AIRCRAFT STRUCK THE POWERLINES. THE AIRCRAFT STRUCK A FENCE SHEARING THE LANDING GEAR AND CAME TO REST IN A PASTURE. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1533

4/25/87

ORLEANS,NE

A/C Reg. No. N6048G

Time (Lc1) - 0930 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. PULL-UP - ATTEMPTED - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1471 1/01/87 GOFFSTOWN,NH A/C Reg. No. N9388C Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	2	0	0
Accident Occurred During -APPROACH			0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MANCHESTER,NH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SKYWAY CAMPGROUND
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 60
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT OVERCAST	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 - 45	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 15350
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 2	Make/Model- 200
	Aircraft Type - B-727	Instrument- UNK/NR
		Multi-Eng - 15000
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 152
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA 180 MADE A TOUCH AND GO ON A 2100 FT LONG RUNWAY. THE TOUCHDOWN WAS DESCRIBED AS PAST THE FIRST THIRD OF THE RUNWAY. THERE WERE TWO RATED PILOTS AND A PASSENGER IN THE AIRCRAFT. THE CO-PILOT THOUGHT THE AIRCRAFT WOULD BE UNABLE TO CLEAR POWERLINES AT THE DEPARTURE END OF THE RUNWAY AND PULLED THE POWER OFF. THE AIRCRAFT WAS UNABLE TO STOP ON THE REMAINING RUNWAY, RAN OFF THE END OF THE RUNWAY, STRIKING SOME ROCKS AND FLIPPED OVER.

Brief of Accident (Continued)

File No. - 1471

1/01/87

GOFFSTOWN, NH

A/C Reg. No. N9388C

Time (Lc1) - 1500 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
3. CREW/GROUP COORDINATION - NOT MAINTAINED - PILOT IN COMMAND
4. CREW/GROUP COORDINATION - NOT MAINTAINED - COPILOT
5. CONTROL INTERFERENCE - IMPROPER - COPILOT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1420 4/02/87 BRIDGEPORT,NJ A/C Reg. No. N75336 Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/016 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MILLVILLE,NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

BRIDGEPORT
Runway Ident - 16
Runway Lth/Wid - 2200/ 60
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	1160	Last 24 Hrs	-	0
Make/Model	-	207	Last 30 Days	-	UNK/NR
Instrument	-	137	Last 90 Days	-	15
Multi-Eng	-	11	Rotorcraft	-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS MAKING A NIGHT LANDING TO BRIDGEPORT AIRPORT WHEN HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT AND IT VEERED TO THE LEFT. THE AIRPLANE CONTINUED TO ROLL OFF THE END OF THE RUNWAY AND COLLIDED WITH TREES.

Brief of Accident (Continued)

File No. - 1420

4/02/87

BRIDGEPORT, NJ

A/C Reg. No. N75336

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1506 8/10/87 ATLANTIC CITY,NJ A/C Reg. No. N814SG Time (Lcl) - 0854 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	NONE	Pass 0	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - PIPER PA-60-601P	Eng Make/Model - LYCOMING IO-540-S1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5700	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	BADER FIELD
Wind Dir/Speed- 290/006 KTS	ATC/Airspace	Runway Ident - 11
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 100
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 - 48	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2500
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE TAKEOFF ROLL WITNESSES OBSERVED THE AIRCRAFT SWERVE FROM LEFT TO RIGHT WITH THE ENGINE(S) "MISSING" OR INTERMITTENT. THE AIRCRAFT LIFTED OFF AND CLIMBED TO APPROXIMATELY 50 FEET AGL AND CONTINUED ACROSS A WATERWAY IN A LEFT TURN WITH THE LANDING GEAR EXTENDED. THE AIRCRAFT PITCHED UP AND ROLLED LEFT WING DOWN INTO THE WATER. EXAMINATION OF THE ENGINES REVEALED A CRACKED COIL IN THE LEFT MAGNETO OF THE RIGHT ENGINE. NO OTHER MECHANICAL MALFUNCTION/FAILURE COULD BE DETERMINED.

Brief of Accident (Continued)

File No. - 1506

8/10/87

ATLANTIC CITY,NJ

A/C Reg. No. N814SG

Time (Lcl) - 0854 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. 1 ENGINE -
2. IGNITION SYSTEM,IGNITION COIL - CRACKED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
7. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,6,7

Factor(s) relating to this accident is/are finding(s) 2,5,8

Brief of Accident

File No. - 1415 7/20/87 PORTALES,NM

A/C Reg. No. N6419Z

Time (Lcl) - 0945 MDT

-----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

Fire Crew Pass

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-25
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3300
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-2B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 330
Make/Model- 49
Instrument- 61
Multi-Eng - 11
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS PRACTICING AERIAL APPLICATION MANEUVERS WITHOUT CHEMICALS ONBOARD. DURING A TURN, THE PLT REPORTED THAT THE ENGINE LOST POWER. THE PLT LEVELED THE WINGS AND LOWERED THE NOSE TO GAIN AIRSPEED. THE PLT SELECTED A LANDING SITE AND AFTER TOUCHDOWN, THE LEFT MAIN GEAR HIT A SMALL RIDGE AND COLLAPSED. A POST ACCIDENT ENGINE TEARDOWN BY THE OWNER DID NOT REVEAL ANY PREIMPACT MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1415

7/20/87

PORTALES,NM

A/C Reg. No. N6419Z

Time (Lc1) - 0945 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. 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. - 1477 8/06/87 ALBUQUERQUE, NM A/C Reg. No. N4743Y Time (Lcl) - 2015 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew 0	Serious 0	Minor 1	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	3
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA T210N	Eng Make/Model - CONTINENTAL TS10-520-R	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	WHITERIVER, AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 6500 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 732
SE LAND	Months Since - 8	Make/Model- 11
	Aircraft Type - C-150	Instrument- 74
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT WAS RETURNING FROM A BUSINESS FLIGHT. THE PLT REPORTED THAT THE ENGINE QUIT DURING THE APPROACH TO LANDING. AN EMERGENCY LANDING WAS MADE IN AN OPEN FIELD. THE RIGHT WING HIT A SIGN AND SKIDDED TO REST ACROSS A PAVED ROAD AND INTO ANOTHER OPEN FIELD. A POST ACCIDENT INVESTIGATION REVEALED FUEL IN BOTH TANKS BUT EXACT QUANTITY COULD NOT BE DETERMINED. A POST ACCIDENT ENGINE RUN DID NOT REVEAL ANY EVIDENCE TO EXPLAIN THE REPORTED ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 1477

8/06/87

ALBUQUERQUE,NM

A/C Reg. No. N4743Y

Time (Lcl) - 2015 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)
2. OBJECT - SIGN

----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. - 1528 9/27/87 LAS CRUCES,NM A/C Reg. No. N47RW Time (Lc1) - 1250 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - FERRY
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - ROBINSON R-22M
Landing Gear - FLOAT
Max Gross Wt - 2350
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 131 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- 210/010 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
WILCOX,AZ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LAS CRUCES INTERNATIONAL
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

HELICOPTER

Age - 30
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - R-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 401
Make/Model- 401
Instrument- 0
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 116
Rotorcraft - 401

Instrument Rating(s) - NONE

-----Narrative-----

A CFI AND A PRIVATE PLT WERE FERRYING A NEWLY PURCHASED HELICOPTER TO THEIR HOME AIRPORT. DURING A FUEL STOP, WHILE ON A VISUAL APPROACH, THE HELICOPTER ENCOUNTERED WINDSHEAR. THE DENSITY ALTITUDE WAS 8000 FEET, AND THE HELICOPTER WAS AT OR NEAR MAX GROSS WT. THE PLT REPORTED ADDING ADDITIONAL COLLECTIVE PITCH TO TRY TO COUNTER A HIGH RATE OF DESCENT. THE LOW ROTOR RPM WARNING SOUNDED JUST PRIOR TO TOUCHDOWN. A HARD LANDING WITH FORWARD AIRSPEED RESULTED. THE HELICOPTER NOSED OVER AND THE MAIN ROTOR CONTACTED THE TERRAIN, THEN SEVERED THE TAIL BOOM. THE HELICOPTER ROLLED LEFT AND CAME TO REST ON THE LEFT SIDE.

Brief of Accident (Continued)

File No. - 1528

9/27/87

LAS CRUCES, NM

A/C Reg. No. N47RW

Time (Lcl) - 1250 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. WEATHER CONDITION - DOWNDRAFT
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

5. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1562 10/05/87 ALBUQUERQUE,NM A/C Reg. No. N36988 Time (Lcl) - 0800 MDT

-----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	0
Accident Occurred During -CLIMB		Other	0	0	0
					None
					1
					2
					3

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 900	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 030/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 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 - 41	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 650
	Months Since - UNK/NR	Last 24 Hrs - 2
FREE BALLOON	Aircraft Type - UNK/NR	Make/Model- 650
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

TWO BALLOONS, A RALLY AND A FIREFLY, COLLIDED IN FLIGHT DURING THE ALBUQUERQUE INTERNATIONAL BALLOON FIESTA. THE PILOT OF THE FIREFLY WAS CLIMBING AT APPROXIMATELY 300 FEET PER MINUTE WHEN HIS ENVELOPE CONTACTED THE BASKET OF THE RALLY. THE PILOT OF THE RALLY STATED HE OBSERVED THE FIREFLY CLIMBING AT A "VERY FAST RATE" AND HE ACTIVATED HIS BURNER IN AN EFFORT TO AVOID THE COLLISION. BOTH AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. THE FAA WAIVER FOR THE FIESTA STATED THAT CLIMBS WERE TO BE MADE AT A RATE NO GREATER THAN 200 FEET PER MINUTE.

Brief of Accident (Continued)

File No. - 1562

10/05/87

ALBUQUERQUE, NM

A/C Reg. No. N36988

Time (Lc1) - 0800 MDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1562 10/05/87 ALBUQUERQUE, NM A/C Reg. No. N6464N Time (Lcl) - 0800 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		NONE		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During	-CLIMB		Other	0	0	0	3

-----Aircraft Information-----

Make/Model	- RAVEN 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	- 1430	Engine Type	- N/A			
No. of Seats	- UNK/NR	Rated Power	- N/A			

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	SAME AS ACC/INC	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 030/003 KTS	ATC/Airspace	Runway Ident
Visibility	- 25.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age -	50	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review		Flight Time (Hours)	
PRIVATE	Current	- YES	Total	- 50
	Months Since	- 4	Make/Model	- 50
FREE BALLOON	Aircraft Type	- RX-7	Instrument	- 0
			Last 24 Hrs	- UNK/NR
			Last 30 Days	- UNK/NR
			Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

TWO BALLOONS, A RALLY AND A FIREFLY, COLLIDED IN FLIGHT DURING THE ALBUQUERQUE INTERNATIONAL BALLOON FIESTA. THE PILOT OF THE FIREFLY WAS CLIMBING AT APPROXIMATELY 300 FEET PER MINUTE WHEN HIS ENVELOPE CONTACTED THE BASKET OF THE RALLY. THE PILOT OF THE RALLY STATED HE OBSERVED THE FIREFLY CLIMBING AT "A VERY FAST RATE" AND HE ACTIVATED HIS BURNER IN AN EFFORT TO AVOID THE COLLISION. BOTH AIRCRAFT LANDED WITHOUT FURTHER INCIDENT. THE FAA WAIVER FOR THE FIESTA STATED THAT CLIMBS WERE TO BE MADE AT A RATE NO GREATER THAN 200 FEET PER MINUTE.

Brief of Accident (Continued)

File No. - 1562

10/05/87

ALBUQUERQUE,NM

A/C Reg. No. N6464N

Time (Lc1) - 0800 MDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CLIMB

Finding(s)

1. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT

-----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. - 1579 10/11/87 ALBUQUERQUE, NM A/C Reg. No. N64547 Time (Lcl) - 0900 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-SIGHTSEEING	NONE	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	3	0	3

-----Aircraft Information-----

Make/Model	- AEROSTAR S-66A	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	- 1600	Engine Type	- N/A		
No. of Seats	- UNK/NR	Rated Power	- N/A		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 360/008 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAWN</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;">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 style="padding-left: 20px;">COMMERCIAL,CFI</p> <p style="padding-left: 20px;">FREE BALLOON</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 21</p> <p>Aircraft Type - AX9</p>	<p>Medical Certificate - NO MEDICAL</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 170</td> <td>Last 24 Hrs - 2</td> </tr> <tr> <td>Make/Model- 170</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 30</td> </tr> </table>	Total - 170	Last 24 Hrs - 2	Make/Model- 170	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 30
Total - 170	Last 24 Hrs - 2							
Make/Model- 170	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 30							

Instrument Rating(s) - NONE

-----Narrative-----

UPON LANDING, THE BALLOON TOUCHED DOWN ON A GRAVEL ROAD AND BOUNCED OVER A SMALL DEPRESSION. THE BASKET STRUCK A SMALL MOUND AND THREW THREE OF THE SIX PASSENGERS AGAINST THE RAIL OF THE BASKET. THE OTHER PASSENGERS FELL AGAINST THEM AND THE THREE WERE SERIOUSLY INJURED. THERE WERE NO OTHER INJURIES. THERE WAS NO DAMAGE TO THE BALLOON OR BASKET.

Brief of Accident (Continued)

File No. - 1579

10/11/87

ALBUQUERQUE,NM

A/C Reg. No. N64547

Time (Lc1) - 0900 MDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1580 10/25/87 TIMBERON,NM A/C Reg. No. N9375P Time (Lcl) - 1400 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	1	1	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
ON GROUND

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-24-260C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-D4A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/010 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
EL PASO, TX

Airport Proximity
ON AIRPORT

Airport Data

TIMBERON
Runway Ident - 13
Runway Lth/Wid - 4980/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 49
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1631
Make/Model- 131
Instrument- 150
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF WITH A 10 TO 15 KNOT TAILWIND AND 10 DEGREES OF FLAPS, A 20 DEGREE TURN WAS ATTEMPTED AT 60 FEET AGL. THE PILOT STATED A DOWNDRAFT FORCED THE AIRCRAFT BACK TO THE GROUND. THE AIRCRAFT STRUCK A WOODPILE AND SEVERAL SMALL TREES. POST-CRASH FIRE DESTROYED MOST OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1580

10/25/87

TIMBERON,NM

A/C Reg. No. N9375P

Time (Lcl) - 1400 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - DOWNDRAFT
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

Brief of Accident

File No. - 1447 11/09/87 ALBUQUERQUE,NM A/C Reg. No. N9209G Time (Lcl) - 1520 MST

-----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	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182N	Eng Make/Model - CONTINENTAL O-470R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - UNK/NR	Last Departure Point	
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	DOUBLE EAGLE II
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7400/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 98
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 57
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 38

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT SHE WAS MAKING A TOUCH AND GO. SHE SAID AS SHE APPLIED FULL POWER TO TAKEOFF THE ACFT VEERED TO THE RIGHT. SHE WAS UNABLE TO REALIGN THE ACFT WITH THE RWY AND ELECTED TO CONTINUE THE TAKEOFF AND "PULLED THE ACFT OFF AT A SPEED BELOW TAKEOFF HOPING TO GAIN SPEED IN GROUND EFFECT." THE ACFT BECAME AIRBORNE BUT SETTLED BACK TO THE GROUND, HIT A SMALL HILL AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1447

11/09/87

ALBUQUERQUE, NM

A/C Reg. No. N9209G

Time (Lc1) - 1520 MST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. AIRSPEED(VLOF) - NOT ATTAINED - PILOT IN COMMAND
 3. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1461 5/26/87 BATTLE MOUNTAIN,NV A/C Reg. No. N20FU Time (Lcl) - 1447 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		DESTROYED	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass 2	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model - SOCATA TB10	Eng Make/Model - LYCOMING O-360-A1AD	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2535	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 350 FT OVERCAST</p> <p>Obstructions to Vision- UNK/NR</p> <p>Precipitation - UNK/NR</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SALT LAKE CITY,UT</p> <p>Destination RENO,NV</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity 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 - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 147
SE LAND	Months Since - 4	Make/Model- 81
	Aircraft Type - C-152C	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- 34
		Last 90 Days- 72

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RECEIVING A WEATHER BRIEFING CALLING FOR MOUNTAINS OCCASIONALLY OBSCURED, OCCASIONAL MODERATE ICING FROM 18000 FT & BELOW, AND CEILINGS ACROSS NORTH & CENTRAL NEVADA, THE NONINSTRUMENT RATED PILOT FILED A VFR FLIGHT PLAN AND DEPARTED SALT LAKE CITY FOR RENO. EN ROUTE PILOT ENTERED IMC MOUNTAINOUS AREA & ATTEMPTED TO CLIMB TO 12000 FT, MINIMUM SAFE IFR ALTITUDE, AFTER COORDINATION WITH CENTER. DURING CLIMB AND WHILE IN IMC LOSS OF CONTROL OCCURRED. AIRCRAFT IMPACTED MOUNTAIN LEDGE IN NOSE LOW INVERTED ATTITUDE AT HIGH SPEED. PILOT HAD NEW AUTOPILOT AND LORAN INSTALLED DAY BEFORE DEPARTING ON ACCIDENT TRIP. DURING STOPOVER AT BATTLE MOUNTAIN FBO TRIED TO CONVINCE PILOT TO DELAY DUE TO POOR WEATHER.

Brief of Accident (Continued)

File No. - 1461

5/26/87

BATTLE MOUNTAIN,NV

A/C Reg. No. N20FU

Time (Lcl) - 1447 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. WEATHER CONDITION - OBSCURATION
 2. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 3. IMPROPER DECISION,LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB

Finding(s)

5. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1460

8/02/87

PAHRUMP,NV

A/C Reg. No. N8696B

Time (Lcl) - 0845 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 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- 060/004 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - 14000 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
NORTH LAS VEGAS,NV

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 350
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ENTERED A BOX CANYON AND ATTEMPTED TO EITHER OUTCLIMB THE TERRAIN OR REVERSE COURSE. THE AIRCRAFT'S AIRSPEED WAS ALLOWED TO DECREASE BELOW VS AND THE AIRCRAFT STALLED. A DENSITY ALTITUDE OF APPROXIMATELY 9500 FEET EXISTED AT THE TIME. INSUFFICIENT ALTITUDE WAS AVAILABLE FOR THE PILOT TO EXECUTE A RECOVERY.

Brief of Accident (Continued)

File No. - 1460

8/02/87

PAHRUMP,NV

A/C Reg. No. N8696B

Time (Lcl) - 0845 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - BOX CANYON
 2. UNSUITABLE TERRAIN - ENCOUNTERED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

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. - 1458 8/19/87 BOULDER CITY, NV A/C Reg. No. N5549B Time (Lcl) - 1540 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	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 182	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	- 4	Rated Power	- 230 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 190/015 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>OATMAN, AZ</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>BOULDER CITY</p> <p>Runway Ident - 35</p> <p>Runway Lth/Wid - 4000/ 250</p> <p>Runway Surface - GRAVEL</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5000
SE LAND	Months Since - 20	Make/Model- 1000
	Aircraft Type - C-182	Instrument- 100
		Multi-Eng - 500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND THE AIRCRAFT WITH A 15 KNOT TAILWIND GUSTING TO 20 KNOTS. THE DENSITY ALTITUDE WAS OVER 6,000 FEET AND THE RUNWAY WAS AN UPHILL RUNWAY WITH RISING TERRAIN AHEAD. THE PILOT STATED THAT HE DECIDED TO GO-AROUND BUT THAT SHORTLY AFTER APPLICATION OF FULL POWER THE ENGINE QUIT OPERATING. THE AIRCRAFT WAS LANDED OVER 400 FEET PAST THE END OF THE RUNWAY. DURING LANDING ROLL THE AIRCRAFT STRUCK A PARKED BOAT AND TWO TELEPHONE POLES. NO EVIDENCE OF A LOSS OF POWER WAS FOUND THROUGH EXAMINATION OF THE PROPELLER, THE AIRCRAFT'S ENGINE, AND THE FUEL SYSTEM. THE PROPELLER TIPS WERE CURLED 180 DEGREES ON THE WORKING FACE WITH CHORDWISE SCRAPES PRESENT.

Brief of Accident (Continued)

File No. - 1458

8/19/87

BOULDER CITY, NV

A/C Reg. No. N5549B

Time (Lcl) - 1540 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
5. WEATHER CONDITION - GUSTS
6. WEATHER EVALUATION - DISREGARDED - PILOT IN COMMAND
7. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - POLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1541 9/21/87 LAS VEGAS, NV A/C Reg. No. N4500K Time (Lcl) - 1034 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	1	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA P210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-P
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 - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RENO, NV
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

N. LAS VEGAS AIR TERMINAL
Runway Ident - 07
Runway Lth/Wid - 5005/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND, ME LAND
HELICOPTER , GLIDER

Age - 50

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 23500	Last 24 Hrs	- 4
Make/Model-	275	Last 30 Days-	UNK/NR
Instrument-	2445	Last 90 Days-	24
Multi-Eng -	22637	Rotorcraft -	31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON DESCENT FOR LANDING AT 6500 FEET MSL ABOUT 5 MILES FROM THE AIRPORT WHEN A TOTAL LOSS OF POWER OCCURRED DUE TO FUEL EXHAUSTION. AT 5000 FEET AGL THE PILOT LOWERED THE LANDING GEAR AND AT ABOUT 2000 FEET AGL LANDING FLAPS WERE ADDED. THE AIRCRAFT TOUCHED DOWN 1/2 MILE SHORT OF THE RUNWAY. DURING THE LANDING ROLL THE NOSE GEAR STRUCK A CEMENT BLOCK, THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER INVERTED. INVESTIGATION REVEALED A TOTAL OF 3/4 OF A QUART OF FUEL REMAINING ONBOARD THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1541

9/21/87

LAS VEGAS,NV

A/C Reg. No. N4500K

Time (Lcl) - 1034 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND
4. LOWERING OF FLAPS - PREMATURE - PILOT IN COMMAND

Occurrence #3 UNDERSHOOT
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. 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) 1,2,3,4

Brief of Accident

File No. - 1504 2/11/87 ONEONTA,NY A/C Reg. No. N699CA Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-CATSKILL AIRWAYS,INC.	SUBSTANTIAL					
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire					
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	2
Accident Occurred During	-LANDING		Pass	0	0	0	7

-----Aircraft Information-----

Make/Model	- BEECH 99	Eng Make/Model	- P & W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10900	Engine Type	- TURBOPROP		
No. of Seats	- 17	Rated Power	- 680 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NWS	Last Departure Point		ON AIRPORT	
Method	- TELETYPE	FLUSHING,NY			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		ONEONTA MUNICIPAL	
Wind Dir/Speed	- 300/010 KTS			Runway Ident	- 24
Visibility	- 12.0 SM	ATC/Airspace		Runway Lth/Wid	- 3400/ 75
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- VFR	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
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)	
ATP	Current - YES	Total - 4335	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 5	Make/Model- 1700	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - BE-99	Instrument- 890	Last 90 Days- UNK/NR
		Multi-Eng - 2169	Rotorcraft - 960

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

THE FLIGHT WAS UNEVENTFUL UNTIL ITS ARRIVAL AT ONEONTA MUNICIPAL AIRPORT. THE AIRCRAFT LANDED 10 FEET SHORT OF RUNWAY 24 IN ONE FOOT OF SNOW. THE LEFT MAIN LANDING GEAR COLLAPSED, THE PROPELLER STRUCK THE RUNWAY AND THE AIRCRAFT VEERED OFF THE LEFT SIDE OF THE RUNWAY INTO A SNOW BANK, COLLAPSING THE LANDING GEAR.

Brief of Accident (Continued)

File No. - 1504

2/11/87

ONEONTA,NY

A/C Reg. No. N699CA

Time (Lcl) - 1500 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. ALTITUDE - MISJUDGED - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND
3. AIRSPEED - MISJUDGED - PILOT IN COMMAND

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SNOW COVERED
5. LANDING GEAR,MAIN GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1422 2/21/87 POUGHKEEPSIE, NY A/C Reg. No. N7509G Time (Lcl) - 1100 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	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- CESSNA 172	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- 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	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	FARMINGDALE, NY		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	DUTCHESS CO.	
Wind Dir/Speed	- UNK/NR	ATC/Airspace	Runway Ident	- 24
Visibility	- UNK/NR	Type of Flight Plan	Runway Lth/Wid	- 5000/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	Runway Surface	- MACADAM
Lowest Ceiling	- NONE	Type Apch/Lndg	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)		
STUDENT	Current	- N/A	Total	- 76
	Months Since	- N/A	Make/Model	- 76
	Aircraft Type	- N/A	Instrument	- 1
			Multi-Eng	- UNK/NR
			Last 24 Hrs	- 1
			Last 30 Days	- UNK/NR
			Last 90 Days	- 2
			Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL OUT, THE PILOT LOST DIRECTIONAL CONTROL AS THE AIRCRAFT VEERED TO THE RIGHT SIDE OF THE RUNWAY AND COLLIDED WITH A SNOWBANK.

Brief of Accident (Continued)

File No. - 1422

2/21/87

POUGHKEEPSIE,NY

A/C Reg. No. N7509G

Time (Lcl) - 1100 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SNOWBANK

-----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. - 1599 5/30/87 COOPERSTOWN,NY A/C Reg. No. N59728 Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SECO LEASING CORP.	SUBSTANTIAL		Fatal		Injuries	
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	1
Accident Occurred During	-LANDING						2

-----Aircraft Information-----

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING TIO-540-J2BD	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 350 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	FARMINGDALE,NY			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	UTICA,NY			
Wind Dir/Speed	- 290/005 KTS	ATC/Airspace		Runway Ident	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- VFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- N/A
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,FLT ENG	Current - YES	Total - 13904	Last 24 Hrs - 2
SE LAND,SE SEA	Months Since - 2	Make/Model- 1696	Last 30 Days- UNK/NR
GLIDER	Aircraft Type - UNK/NR	Instrument- 3401	Last 90 Days- UNK/NR
		Multi-Eng - 6340	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE DEPARTED FARMINGDALE WITH TWO PLUS HOURS OF FUEL ON BOARD. AFTER APPROXIMATELY 40-50 MINUTES OF FLIGHT, THE RIGHT LOW FUEL PRESSURE LIGHT AND RIGHT FUEL PUMP LIGHT FLASHED STEADY RED. THE PILOT RECHECKED HIS CALCULATIONS AND DETERMINED HE SHOULD HAVE SUFFICIENT FUEL ON BOARD. HOWEVER, HE ELECTED TO DIVERT TO THE CLOSEST AIRPORT. SIX MILES FROM THE AIRPORT BOTH FUEL WARNING LIGHTS ILLUMINATED AND BOTH ENGINES QUIT. THE PILOT SELECTED A FIELD AND EXECUTED A WHEELS UP LANDING. INVESTIGATION REVEALED NO FUEL REMAINING IN THE TANKS.

Brief of Accident (Continued)

File No. - 1599

5/30/87

COOPERSTOWN, NY

A/C Reg. No. N59728

Time (Lcl) - 1900 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation LANDING

Occurrence #3 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. WHEELS UP LANDING - INTENTIONAL - PILOT IN COMMAND
5. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1600 6/07/87 MIDDLETOWN,NY A/C Reg. No. N98TX Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - SCHWEIZER ASW-20
Landing Gear - HULL
Max Gross Wt - 660
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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - 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 - 58

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - 1196

Make/Model- 24

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PILOT FAILED TO HOOK UP THE ELEVATOR CONTROL CABLE BEFORE LAUNCH AND DURING TAKEOFF THERE WAS NO PITCH CONTROL. THE AIRCRAFT PITCHED UP UNCONTROLLABLY OVERSTRESSING THE ROPE. THE ROPE BROKE AND THE GLIDER IMPACTED HARD ON A ROAD BOUNCING 150 FEET INTO A PLOWED FIELD.

Brief of Accident (Continued)

File No. - 1600

6/07/87

MIDDLETOWN,NY

A/C Reg. No. N98TX

Time (Lcl) - 1330 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLIGHT CONTROL,ELEVATOR - DISCONNECTED
2. AIRCRAFT PREFLIGHT - IMPROPER - PILOT IN COMMAND
3. CHECKLIST - NOT USED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1549 7/11/87 UPPER SANDUSKY, OH A/C Reg. No. N3142A Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -TAKEOFF						

-----Aircraft Information-----

Make/Model - CESSNA 170B	Eng Make/Model - CONTINENTAL O-300-B	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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 - ACFT RADIO	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	HILLSDALE, MI	WYANDOT COUNTY
Wind Dir/Speed- 260/012 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WET
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 - YES	Total - 143
SE LAND	Months Since - 23	Make/Model- 71
	Aircraft Type - C-170B	Instrument- 2
		Last 24 Hrs - 2
		Last 30 Days- 11
		Last 90 Days- 21

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAKEOFF ATTEMPT FROM RUNWAY 36 THE AIRCRAFT VEERED TO THE LEFT ABOUT 250 FEET FROM THE RUNWAY THRESHOLD AND CONTACTED THE GROUND. THE PILOT REPORTED THAT A CROSSWIND CAUGHT HIM OFF GUARD. WEATHER INFORMATION OBTAINED FROM FINDLAY FLIGHT SERVICE STATION, 18 NAUTICAL MILES FROM THE ACCIDENT SCENE, REPORTED THE WIND FROM 260 DEGREES AT 12 KNOTS.

Brief of Accident (Continued)

File No. - 1549

7/11/87

UPPER SANDUSKY, OH

A/C Reg. No. N3142A

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 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) 2

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1401 7/15/87 MIDDLEFIELD, OH A/C Reg. No. N4649M Time (Lcl) - 1315 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1670	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 110 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	CLEVELAND, OH		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL	GEAUGA COUNTY	
Wind Dir/Speed	- 270/002 KTS	ATC/Airspace	Runway Ident	- 28
Visibility	- 25.0 SM	Type of Flight Plan	Runway Lth/Wid	- 3509/ 65
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	Runway Status	- DRY
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)	
STUDENT	Current - N/A	Total - 48	Last 24 Hrs - 1
	Months Since - N/A	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - N/A	Instrument - 1	Last 90 Days - 3

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT'S SEAT SLID BACK DURING THE TAKEOFF ROLL, FOLLOWING A TOUCH-AND-GO LDG. THE STUDENT LOST DIRECTIONAL CONTROL AND THE AIRPLANE RAN OFF THE LEFT SIDE OF THE RWY. THE AIRPLANE IMPACTED A DITCH AND NOSED OVER. POST-CRASH EXAM OF THE SEAT ASSY BY A MECHANIC REVEALED THAT THE SEAT LATCH ASSY TENSION SPRING HAD BROKEN. THE MECHANIC NOTED NO PROBLEMS WITH THE LATCH PIN OR THE SEAT TRACK THAT IT ENGAGES. THE PIN IS ATTACHED TO A HANDLE OPERATED BY THE PLT. DOWNWARD MOVEMENT OF THE HANDLE LOWERS THE PIN INTO ONE OF THE SEAT TRACK HOLES AND SECURES THE SEAT IN PLACE. THE SPRING ACTS TO ASSIST THE DOWNWARD MOVEMENT OF THE HANDLE AND PIN. THE CESSNA 152 PLT OPER HANDBOOK STATES THAT THE PLT SHOULD CONFIRM THAT THE SEAT IS LOCKED IN PLACE AFTER RELEASING THE HANDLE.

Brief of Accident (Continued)

File No. - 1401

7/15/87

MIDDLEFIELD, OH

A/C Reg. No. N4649M

Time (Lc1) - 1315 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FUSELAGE, SEAT - FAILURE, PARTIAL
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. FUSELAGE, SEAT - DISENGAGED
5. FUSELAGE, SEAT - SLIPPED
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

7. 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) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1428 7/18/87 NEW CARLISLE, OH A/C Reg. No. N5669G Time (Lcl) - 1100 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	0	2
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150K	Eng Make/Model - CONTINENTAL O-200	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1100
SE LAND	Months Since - 15	Make/Model- 300
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 50
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A TAKEOFF ATTEMPT, THE STUDENT RETARDED THE THROTTLE SHORTLY AFTER LIFTOFF. THIS FLT WAS THE STUDENT PLTS SECOND FLIGHT AND THE FIRST FLIGHT WITH THIS INSTRUCTOR. THE STUDENT WAS INSTRUCTED TO FOLLOW ALONG ON THE FLIGHT CONTROLS. THIS WAS THE FIRST TAKEOFF. THE STUDENT WAS FURTHER INSTRUCTED TO ADVANCE THE THROTTLE. AS THE AIRCRAFT APPROACHED VLOF SHE RETARDED THE THROTTLE. THE INSTRUCTOR WAS MAKING THE T/O. THE A/C ROLLED OFF THE RWY INTO A DITCH.

Brief of Accident (Continued)

File No. - 1428

7/18/87

NEW CARLISLE, OH

A/C Reg. No. N5669G

Time (Lc1) - 1100 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF

Finding(s)

1. THROTTLE/POWER CONTROL - IMPROPER USE OF - DUAL STUDENT
 2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1439 7/21/87 COLUMBUS, OH A/C Reg. No. N443WB Time (Lcl) - 1740 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	1
					0

-----Aircraft Information-----

Make/Model - AERONCA 7AC	Eng Make/Model - CONTINENTAL C65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 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	SOUTH COLUMBUS
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5150/ 100
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
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 - 3300
SE LAND	Months Since - 12	Make/Model- 430
	Aircraft Type - C-152	Instrument- 40
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT EXPERIENCED A LOSS OF DIRECTIONAL CONTROL ON LDG AS THE TAILWHEEL TOUCHED DOWN, AND HE EXECUTED A GO-AROUND. ON THE 2ND LDG ATTEMPT, THE AIRPLANE VEERED OFF THE RWY, TRAVELED ACROSS A GRASSY AREA, AND IMPACTED A PARKED C-172. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT THE TAILWHEEL STEERING YOKE HAD BROKEN; THE YOKE HAD FRACTURED ACROSS ONE OF TWO RETAINING-BOLT HOLES IN THE YOKE SHAFT. OVERSIZED BOLTS WERE FOUND INSTALLED IN THE HOLES. THE AIRPLANE WAS ESTIMATED TO HAVE TRAVELED APPROX 800 FEET AFTER TOUCHDOWN PRIOR TO IMPACTING THE PARKED AIRPLANE.

Brief of Accident (Continued)

File No. - 1439

7/21/87

COLUMBUS,OH

A/C Reg. No. N443WB

Time (Lc1) - 1740 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. MAINTENANCE,MODIFICATION - IMPROPER - UNKNOWN
2. LANDING GEAR,STEERING SYSTEM - FRACTURED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. THROTTLE/POWER CONTROL - EXCESSIVE - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1576 8/07/87 NEW ALBANY, OH A/C Reg. No. N6341B Time (Lcl) - 1400 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	Crew	0	0	0	2	
Accident Occurred During -LANDING	Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	COLUMBUS, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 060/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - SOFT
Obstructions to Vision- HAZE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 757
SE LAND	Months Since - 0	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 509
		Last 30 Days- UNK/NR
		Instrument- 67
		Last 90 Days- 164

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE NOSED OVER DURING A FORCED LDG IN A SOFT FIELD. THE CFI REPORTED THAT HE HAD INITIATED A SIMULATED ENGINE POWER LOSS AT ABOUT 2200 FT AGL BY EITHER PULLING THE MIXTURE CONTROL OR BY TURNING OFF THE FUEL SELECTOR; HE COULD NOT RECALL SPECIFICALLY WHICH METHOD HE USED. HIS INTENT WAS TO HAVE HIS STUDENT PRACTICE A SIMULATED FORCED LDG. THE ENGINE COMPLETELY LOST POWER AND THE STUDENT ESTABLISHED A GLIDE AND WENT THROUGH THE APPROPRIATE EMERGENCY PROCEDURES CHECKLIST. THE STUDENT REPORTED THAT HE SUBSEQUENTLY FOUND THE FUEL SELECTOR IN THE OFF POSITION AS HE WENT THROUGH THE CHECKLIST. THE SELECTOR WAS TURNED BACK ON, AND UNSUCCESSFUL ATTEMPTS WERE MADE TO RESTART THE ENGINE. EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF ANY PREIMPACT MECHANICAL MALFUNCTION/FAILURE. THE FAA FLIGHT TRAINING HANDBOOK (AC61-21A) INDICATES THAT A SIMULATED POWER LOSS SHOULD BE INITIATED BY RETARDING THE ENGINE THROTTLE.

Brief of Accident (Continued)

File No. - 1576

8/07/87

NEW ALBANY, OH

A/C Reg. No. N6341B

Time (Lcl) - 1400 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM, SELECTOR VALVE - SWITCHED OFF
 2. FLUID, FUEL - STARVATION
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
 4. JUDGEMENT - POOR - PILOT IN COMMAND(CFI)
 5. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND(CFI)
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - SOFT
-

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) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1488 10/26/87 CAT00SA,OK A/C Reg. No. N9787P Time (Lcl) - 1330 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 137
Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2900
No. of Seats - 1

Eng Make/Model - LYCOMING O-540-B2C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
CLAREMORE,OK
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND,SE SEA

Age - 52

Biennial Flight Review

Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1250	Last 24 Hrs	- 1
Make/Model-	5	Last 30 Days-	UNK/NR
Instrument-	100	Last 90 Days-	25
Multi-Eng	- 25		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STALLED THE AIRCRAFT WHILE TURNING DOWNWIND DURING A PRACTICE AGRICULTURAL OPERATION. THE AIRCRAFT IMPACTED THE GROUND OUT OF CONTROL. THE PILOT STATED THAT HE COULD NOT RECALL ANYTHING ABOUT THE FLIGHT.

Brief of Accident (Continued)

File No. - 1488

10/26/87

CAT00SA,OK

A/C Reg. No. N9787P

Time (Lcl) - 1330 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 2. LOAD JETTISON - NOT PERFORMED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1443 8/21/87 BURNS,OR A/C Reg. No. N2007Y Time (Lcl) - 0825 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
1

Minor
2
0

None
0
0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-P
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - FULL
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
INDEPENDENCE,OR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 379 Last 24 Hrs - 0
Make/Model- 62 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF POWER OCCURRED DURING DESCENT FOR LANDING. DURING FORCED LANDING THE AIRCRAFT STRUCK AN IRRIGATION DITCH, COLLAPSING THE NOSE GEAR. THE REASON FOR THE ENGINE FAILURE WAS A COMPLETE LOSS OF OIL COMING FROM WORN THREADS AND A WORN O RING TO THE OIL FILTER ADAPTER.

Brief of Accident (Continued)

File No. - 1443

8/21/87

BURNS,OR

A/C Reg. No. N2007Y

Time (Lcl) - 0825 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation DESCENT - NORMAL

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN - WORN

2. LUBRICATING SYSTEM,OIL FILTER/SCREEN - LEAK

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH

Occurrence #4 NOSE GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

5. LANDING GEAR,NOSE GEAR - SEPARATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1531 11/25/87 HILLSBORO, OR A/C Reg. No. N21460 Time (Lcl) - 0620 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI		Aircraft Damage		Injuries			
Type of Operation	-AERIAL OBSERVATION	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-DESCENT	NONE	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172M	Eng Make/Model	- LYCOMING O-320-E2D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	SAME AS ACC/INC	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	PORTLAND, OR	HILLSBORO
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- .250 SM	Type of Flight Plan	- 30
Lowest Sky/Clouds	- N/A	Type of Clearance	- 6600/ 150
Lowest Ceiling	- 600 FT OBSCURED	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- FOG		Runway Status
Precipitation	- NONE		- WET
Condition of Light	- NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total	- 699
SE LAND, ME LAND	Months Since - 0	Make/Model	- 509
	Aircraft Type - C-206	Instrument	- 70
		Multi-Eng	- 11
		Last 24 Hrs	- 6
		Last 30 Days	- 12
		Last 90 Days	- 244

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE DAILY RADIO TRAFFIC REPORTING FLIGHT WAS CLEARED FOR AN IFR DEPARTURE FROM HILLSBORO AIRPORT IN IMC. THE OWNER/ OPERATOR OF THE AIRCRAFT STATED THE COMPANY HAD A "NO IFR" POLICY. ON TAKEOFF WITNESSES OBSERVED THE AIRCRAFT TO BE LOWER AND SLOWER THAN NORMAL AND ABOUT 100 FT AGL PAST THE RUNWAY MIDPOINT THE AIRCRAFT ENTERED A SHALLOW RIGHT TURN. THE AIRCRAFT COLLIDED WITH 35-FOOT TREES AND A POWERLINE 600 FEET FROM THE RUNWAY CENTERLINE AND APPROXIMATELY 135 DEGREES OFF THE RUNWAY HEADING. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1531

11/25/87

HILLSBORO,OR

A/C Reg. No. N21460

Time (Lcl) - 0620 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
3. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - FOG
5. DESCENT - INADVERTENT - PILOT IN COMMAND
6. LIGHT CONDITION - DARK NIGHT
7. OBJECT - TREE(S)
8. - WIRE, TRANSMISSION

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

Factor(s) relating to this accident is/are finding(s) 1,4,6,7,8

Brief of Accident

File No. - 1419

4/25/87

W.MIFFLIN,PA

A/C Reg. No. N7726W

Time (Lcl) - 1738 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 040/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSBURGH,PA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

ALLEGHENY CO.
Runway Ident - 10
Runway Lth/Wid - 6500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 72

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5000	Last 24 Hrs	- 0
Make/Model	- 825	Last 30 Days	- UNK/NR
Instrument	- 190	Last 90 Days	- 10
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT MADE A LANDING ON RUNWAY 10 AT THE ALLEGHENY COUNTY AIRPORT, HOWEVER DURING LANDING ROLL THE PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. THE ACFT SWERVED RIGHT AND COLLIDED WITH A CAST IRON SEWER THAT WAS RAISED ABOUT 6" ABOVE THE GROUND.

Brief of Accident (Continued)

File No. - 1419

4/25/87

W.MIFFLIN,PA

A/C Reg. No. N7726W

Time (Lcl) - 1738 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - AIRPORT FACILITY
-

-----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. - 1417 4/30/87 YORK, PA

A/C Reg. No. N66PA

Time (Lcl) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
ON GROUND Pass 0

-----Aircraft Information-----

Make/Model - BEECH BE-18
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8625
No. of Seats - 10

Eng Make/Model - P&W R-985-AN14B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 450 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MASSEY, MD
Destination
ANKENY, IA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
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
ME LAND

Age - 49
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)
Total - 11015
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - 15

Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

WHILE THE AIRCRAFT WAS BEING FERRIED FROM MASSY, MARYLAND TO ANKENY, IOWA, A LOSS OF OIL PRESSURE ON THE LEFT ENGINE WAS EXPERIENCED. A PRECAUTIONARY LANDING WAS MADE IN A CORNFIELD WITH THE LANDING GEAR IN THE UP POSITION WHEN THE GEAR FAILED TO EXTEND. FIRE ERUPTED ON THE GROUND. DUE TO FIRE DAMAGE THE REASON FOR THE LOSS OF OIL PRESSURE WAS UNDETERMINED.

Brief of Accident (Continued)

File No. - 1417

4/30/87

YORK, PA

A/C Reg. No. N66PA

Time (Lcl) - 1030 EDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. LUBRICATING SYSTEM - FAILURE, PARTIAL
 2. FLUID, OIL - PRESSURE TOO LOW
-

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LANDING GEAR - INOPERATIVE
 4. GEAR EXTENSION - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #3 FIRE
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1587 10/11/87 GUAM,PO A/C Reg. No. N11939 Time (Lc1) - 2343 HDT

-----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	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	1	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150L	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method	- UNK/NR	SAIPAN,PO	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	AGANA,PO	Runway Ident - N/A
Wind Dir/Speed	- 120/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility	- 7.0 SM	Type of Flight Plan	- NONE
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- VFR FLIGHT FOLLOWING
Lowest Ceiling	- 24000 FT BROKEN	Type Apch/Lndg	- STRAIGHT-IN
Obstructions to Vision	- NONE		FORCED LANDING
Precipitation	- RAIN SHOWERS		
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)
ATP	Current - UNK/NR	Total - 6000
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF ENGINE POWER AT 1500 FEET MSL WHILE ON A FLIGHT IN THE MARIANAS ISLANDS FROM SAIPAN TO GUAM. THE AIRCRAFT WAS DITCHED IN OCEAN WATERS ABOUT 2 MILES NORTH OF GUAM AND WAS NOT RECOVERED. THE OCCUPANTS WERE RESCUED BY A U.S. NAVY HELICOPTER ABOUT 50 MINUTES AFTER THE DITCHING.

Brief of Accident (Continued)

File No. - 1587

10/11/87

GUAM,PO

A/C Reg. No. N11939

Time (Lcl) - 2343 HDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 DITCHING
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1437 9/01/87 HILTON HEAD, SC A/C Reg. No. N6591S Time (Lcl) - 1135 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		Fatal	Injuries		
Type of Operation -BUSINESS	Fire	Crew	1	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT				0	0	0

-----Aircraft Information-----

Make/Model - BEECH V-35B	Eng Make/Model - CONTINENTAL IO-520-BA	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 - 5	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	TAMPA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, SC	
Wind Dir/Speed- 320/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR FLIGHT FOLLOWING	Runway Surface - WATER
Lowest Ceiling - 1000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
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 - 100
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PIC SAID HE HAD WX BRIEF. NOTED TSTMS OVR ATLANTIC & FOG AT ARPT. STATED HE WOULD HOLD OVR OCEAN UNTIL ARPT CLR. ACFT TRACK ON RADAR WAS INTO AREA OF TSTMS OVR OCEAN FOLLOWED BY MODE C ALTITUDE DEVIATIONS AND LOSS OF RADAR CONTACT. ACFT RECOVERED FROM OCEAN. EXAMINATION SHOWED DOWNWARD BENDING OF STABILIZERS AND TENSION SEPARATION OF BULKHEAD WHERE STABILIZERS ATTACH BUT NO IN-FLIGHT SEPARATION OF AIRFRAME. ACFT WAS MODIFIED WITH BEECH STABILIZER ROOT REINFORCEMENT KIT.

Brief of Accident (Continued)

File No. - 1437

9/01/87

HILTON HEAD, SC

A/C Reg. No. N6591S

Time (Lc1) - 1135 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER EVALUATION - NOT UNDERSTOOD - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND
 4. RADAR ASSISTANCE TO VFR AIRCRAFT - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1448 7/04/87 MITCHELL,SD

A/C Reg. No. N6933V

Time (Lcl) - 0320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - APPROACH

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO360A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 130/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
MITCHELL,SD
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

MITCHELL MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 5500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 24
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - NO MEDICAL
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-----

THIS NON-LICENSED PLT MADE AN UNAUTHORIZED FLT AT NIGHT. THE ACFT CRASHED ONE HALF MILE NORTH OF THE ARPT. THE OCCUPANT OF THE ACFT WAS FATALLY INJURED. NO RECORDS OF THE PLT'S FLT EXPERIENCE WAS FOUND.

Brief of Accident (Continued)

File No. - 1448

7/04/87

MITCHELL, SD

A/C Reg. No. N6933V

Time (Lcl) - 0320 CDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. STOLEN AIRCRAFT/UNAUTHORIZED USE - INTENTIONAL - UNQUALIFIED PERSON
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - UNQUALIFIED PERSON
 4. JUDGEMENT - POOR - UNQUALIFIED PERSON
 5. LACK OF TOTAL EXPERIENCE - UNQUALIFIED PERSON
-

-----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. - 1464 8/20/87 ABERDEEN,SD A/C Reg. No. N44TA Time (Lcl) - 1929 CDT

-----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	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - BUSHBY MUSTANG II	Eng Make/Model - LYCOMING IO-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ABERDEEN,SD	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 150/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4150
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 150
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES REPORTED THAT THEY OBSERVED THE ACFT PERFORM TWO SNAP ROLLS. DURING THE SECOND SNAP ROLL SOMETHING CAME OFF THE AIRCRAFT AND FELL TO THE GROUND. THE ACFT THEN BECAME INVERTED AND DESCENDED UNTIL IMPACT WITH THE GROUND. THE ACFT IMPACTED IN A NEAR VERTICAL, NOSE LOW ATTITUDE IN AN OPEN FIELD. THE ACFT CANOPY WAS FOUND ABOUT 1/2 MI FROM THE MAIN WRECKAGE. THE LIST OF OPERATING LIMITATIONS ATTACHED TO THE AIRWORTHINESS CERTIFICATE FOR THIS ACFT STATES INTENTIONAL AEROBATIC FLIGHT WAS PROHIBITED.

Brief of Accident (Continued)

File No. - 1464

8/20/87

ABERDEEN,SD

A/C Reg. No. N44TA

Time (Lc1) - 1929 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. WINDOW,CANOPY - SEPARATION
 2. AEROBATICS - PERFORMED - PILOT IN COMMAND
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 5. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1575 12/06/87 NEWELL,SD

A/C Reg. No. N2562Z

Time (Lcl) - 1500 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - BELLANCA 7GCBC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - 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 - 100/020 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 25
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - PA-34T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 542 Last 24 Hrs - 2
Make/Model - 453 Last 30 Days- UNK/NR
Instrument - 37 Last 90 Days- 30
Multi-Eng - 11

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED THAT HE WAS SURVEYING A FIELD OF WINTER WHEAT AT APPROXIMATELY 100 FEET AGL IN SLOW FLIGHT. THE WIND WAS STRONG AND GUSTY AND THE ACFT BEGAN TO SETTLE TOWARD THE GROUND. THE PLT ADDED FULL POWER, HOWEVER, THE LEFT MAIN LANDING GEAR STRUCK THE GROUND AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1575

12/06/87

NEWELL,SD

A/C Reg. No. N2562Z

Time (Lcl) - 1500 MST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1429

6/07/87

PLEASANT VIEW, TN

A/C Reg. No. N80532

Time (Lcl) - 1954 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - UNIVERSAL GLOBE GC-1A
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1570
No. of Seats - 2

Eng Make/Model - CONTINENTAL C125
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
Wind Dir/Speed- 180/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 550	Last 24 Hrs	- 1
Make/Model	- 40	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 8
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

UPON RETURNING FROM A SHORT LOCAL AREA FLIGHT THE AIRCRAFT WAS OBSERVED AS IT BUZZED THE OWNERS PRIVATE AIRSTRIP, WHERE THE PASSENGER WAVED TO HIS FAMILY. THE PLT PULLED UP SHARPLY AND MADE ANOTHER LOW PASS. THIS PULLUP WAS STRAIGHT AHEAD. THE CLIMB PEAKED THEN THE AIRCRAFT NOSED OVER AND DESCENDED UNTIL STRIKING A HOUSE ABOUT A MILE FROM THE AIRSTRIP. BOTH HOUSE AND AIRCRAFT WERE DESTROYED BY IMPACT AND FIRE. BOTH PASSES OVER THE AIRSTRIP WERE DOWNWIND.

Brief of Accident (Continued)

File No. - 1429

6/07/87

PLEASANT VIEW, TN

A/C Reg. No. N80532

Time (Lcl) - 1954 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation MANEUVERING

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. LOW PASS - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - RESIDENCE
-

----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. - 1550 7/16/87 WINCHESTER, TN A/C Reg. No. N702H Time (Lcl) - 1820 CDT

-----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	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - MITSUBISHI MU-2B-36A	Eng Make/Model - GARRETT TPE-331-5252M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 11575	Engine Type - TURBOPROP	
No. of Seats - 8	Rated Power - 776 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SMYRNA, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WINCHESTER MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 10600
SE LAND, ME LAND	Months Since - 6	Make/Model- 1500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 1500
		Multi-Eng - 7600
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 145
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED HE CIRCLED OVER THE AIRPORT TO CHECK FOR TRAFFIC THEN MADE A TURN TO BASE. HE WAS TOO NEAR THE RUNWAY AND TOO HIGH FOR A NORMAL APPROACH. THE PILOT USED FULL FLAPS AND DECREASED POWER; HOWEVER, THE AIRCRAFT BEGAN TO DESCEND RAPIDLY. THE AIRCRAFT LANDED SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1550

7/16/87

WINCHESTER, TN

A/C Reg. No. N702H

Time (Lc1) - 1820 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. PLANNED APPROACH - POOR - PILOT IN COMMAND
3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1547 9/03/87 LEBANON, TN A/C Reg. No. N125V Time (Lcl) - 1800 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	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - NORD SV4C	Eng Make/Model - UNKNOWN UNKNOWN	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - UNK/NR	

-----Environment/Operations Information-----

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	FLYING L AIRPARK
Wind Dir/Speed- CALM		Runway Ident - 18
Visibility - 5.0 SM	ATC/Airspace	Runway Lth/Wid - 3000/ 150
Lowest Sky/Clouds - CLEAR	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	ROUGH
Precipitation - NONE	FULL STOP	
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7624
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 108
		Multi-Eng - 5374

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED WHILE ON FINAL APPROACH HE ALLOWED THE AIRCRAFT TO GET TOO LOW AND SLOW. HE REALIZED IT WAS TOO LATE TO RECOVER AND THE AIRCRAFT COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 1547

9/03/87

LEBANON, TN

A/C Reg. No. N125V

Time (Lc1) - 1800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
2. AIRSPEED(VREF) - NOT MAINTAINED - PILOT IN COMMAND
3. PLANNED APPROACH - POOR - PILOT IN COMMAND
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. - 1426 10/23/87 WARTBURG, TN A/C Reg. No. N3585J Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----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 - 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- 340/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 8000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ROCKWOOD, TN

Destination

OLIVER SPRINGS, TN

Airport Proximity

ON AIRSTRIIP

Airport Data

Runway Ident - 29

Runway Lth/Wid - 1300 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 48

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 850

Make/Model- 35

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT TOUCHED DOWN HARD ON THE 1300 FOOT GRASS STRIP AND BEGAN TO PORPOISE. THE PILOT ATTEMPTED TO GO-AROUND BUT WAS UNABLE TO GAIN SUFFICIENT ALTITUDE TO AVOID STRIKING A POWER LINE. THE PLT DID NOT FILE AN ACC REPORT.

Brief of Accident (Continued)

File No. - 1426

10/23/87

WARTBURG, TN

A/C Reg. No. N3585J

Time (Lc1) - 1230 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

1. TERRAIN CONDITION - UPHILL
 2. FLARE - IMPROPER - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

4. OBJECT - WIRE, TRANSMISSION
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1493 7/10/87 EL CAMPO, TX A/C Reg. No. N731LP Time (Lc1) - 1800 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA A188B	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 1	Rated Power	- 300 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p style="padding-left: 20px;">FULL STOP</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">WOODRUFF STRIP</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - 4224/ 50</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
--	--	---

-----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 - 34100
SE LAND	Months Since - 15	Make/Model- 600
	Aircraft Type - C-188B	Instrument- 0
		Multi-Eng - 1800
		Last 24 Hrs - 6
		Last 30 Days- 30
		Last 90 Days- 70

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND, THE AIRCRAFT'S LEFT WING CONTACTED THE EDGE OF A CORN FIELD. THE AIRCRAFT VEERED TO THE LEFT AND IMPACTED THE GROUND CAUSING SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 1493

7/10/87

EL CAMPO, TX

A/C Reg. No. N731LP

Time (Lc1) - 1800 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - CROP
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1487

9/05/87

GRAFORD, TX

A/C Reg. No. N68529

Time (Lcl) - 0948 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
1	1	0	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - BELLANCA 7ACA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1220
No. of Seats - 2

Eng Make/Model - FRANKLIN 2A120A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Basic Weather - VMC
Wind Dir/Speed - 150/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 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 - 220
Make/Model - 20
Instrument - 0
Last 24 Hrs - UNK/NR
Last 30 Days - UNK/NR
Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED POSSUM KINGDOM AIRPORT AND ENTERED A CROSSWIND TURN. THE PILOT HEARD A LOUD "POP" AND COULD NOT MOVE THE AILERON CONTROL TO RECOVER FROM THE TURN. THE AIRCRAFT ENTERED AN UNCONTROLLED DESCENT AND CRASHED INTO A LAKE. THE AILERON PULLEY FOR THE RIGHT AILERON CABLE HAD FAILED ALLOWING THE CABLE TO BIND AGAINST THE PULLEY BUSHING.

Brief of Accident (Continued)

File No. - 1487

9/05/87

GRAFORD, TX

A/C Reg. No. N68529

Time (Lc1) - 0948 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLT CONTROL SYST,AILERON CONTROL - FAILURE,TOTAL
 2. FLT CONTROL SYST,AILERON CONTROL - BINDING(MECHANICAL)
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1486 10/02/87 BULVERDE, TX

A/C Reg. No. N9231M

Time (Lcl) - 1240 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	1	0
Pass 0	0	1	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A10
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/010 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KERRVILLE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

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, ME LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 351
Make/Model- 103
Instrument- 58
Multi-Eng - 10
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE SECOND APPROACH AFTER A GO-AROUND, THE AIRCRAFT LANDED APPROXIMATELY HALFWAY DOWN THE 2850 FT RUNWAY. IN AN ATTEMPT TO GO AROUND THE PILOT APPLIED POWER. THE AIRCRAFT STARTED TO CLIMB BUT COLLIDED WITH THE TOP OF A TREE CAUSING THE TAIL OF THE AIRCRAFT TO SWING AROUND TO THE LEFT. THE AIRCRAFT CAME TO REST IN A CREEK.

Brief of Accident (Continued)

File No. - 1486

10/02/87

BULVERDE, TX

A/C Reg. No. N9231M

Time (Lc1) - 1240 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. OBJECT - TREE(S)
2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
3. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
4. GO-AROUND - DELAYED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER

-----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. - 1485 10/07/87 SAN MARCOS, TX A/C Reg. No. N305DH Time (Lcl) - 1010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA L-19	Eng Make/Model - CONTINENTAL O-470-11	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MCKINNEY, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SAN MARCOS MUNIC.
Wind Dir/Speed- 130/003 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5512/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 2462
SE LAND	Months Since - UNK/NR	Make/Model- 1830
	Aircraft Type - UNK/NR	Instrument- 30
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

ON TOUCHDOWN THE AIRCRAFT'S LEFT MAIN TIRE WAS FLAT. CONTROL WAS LOST WHEN THE PILOT ATTEMPTED TO TAXI OFF THE ACTIVE RUNWAY. THE AIRCRAFT SLID OFF THE RUNWAY INTO SOME GRASS CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1485

10/07/87

SAN MARCOS, TX

A/C Reg. No. N305DH

Time (Lcl) - 1010 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation TAXI - FROM LANDING

Finding(s)

1. LANDING GEAR, TIRE - NO PRESSURE
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

4. TERRAIN CONDITION - GRASS

-----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. - 1563 8/11/87 SALT LAKE CITY,UT A/C Reg. No. N2431Q Time (Lcl) - 1340 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-22OT
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TSIO-360-KB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 320/013 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CORTEZ,CO
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SALT LAKE CITY INT'L
Runway Ident - 34R
Runway Lth/Wid - 9596/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
ME LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 2130	Last 24 Hrs	- 4
Make/Model-	15	Last 30 Days-	UNK/NR
Instrument-	200	Last 90 Days-	13
Multi-Eng	- 2000		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THE TOUCHDOWN SEEMED NORMAL BUT THE AIRCRAFT BEGAN TO PORPOISE, THE PROPELLERS STRUCK THE RUNWAY AND THE AIRCRAFT CAME TO A STOP. A POST ACCIDENT INSPECTION REVEALED THE NOSE GEAR STEERING ROLLER HAD BECOME DISLODGED AND PREVENTED PROPER TRACKING OF THE NOSE WHEEL.

Brief of Accident (Continued)

File No. - 1563

8/11/87

SALT LAKE CITY,UT

A/C Reg. No. N2431Q

Time (Lc1) - 1340 MDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,STEERING SYSTEM - DISCONNECTED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,TIRE - OVERLOAD
3. DIRECTIONAL CONTROL - NOT POSSIBLE -

-----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. - 1529 9/13/87 MOAB,UT A/C Reg. No. N5637D Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - MAULE M-5-210TC	Eng Make/Model - LYCOMING IO-360-C1A6D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 210 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	MEADOW LAKE,CO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CANYON LANDS
Wind Dir/Speed- 270/022 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 6000/ 75
Lowest Sky/Clouds - 10000 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 - 57	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 900	Last 24 Hrs - 2
SE LAND	Months Since - 15	Make/Model- 480	Last 30 Days- UNK/NR
	Aircraft Type - M-5-210	Instrument- 0	Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ABORTED HIS APPROACH TO RUNWAY 21 AT CANYON LANDS AIRPORT WHEN HE HAD "INDICATIONS OF A CROSSWIND." THE PILOT RADIOED MOAB UNICOM AND REPORTED HE COULD NOT FIND THE WINDSOCK AND REQUESTED WIND INFORMATION. MOAB UNICOM REPORTED THE WIND WAS "STRAIGHT DOWN THE RUNWAY." DURING THE LANDING ROLL, THE AIRCRAFT ENCOUNTERED A STRONG CROSSWIND GUST. THE AIRCRAFT SWERVED TO THE LEFT AND DEPARTED THE RUNWAY. AFTER GOING DOWN A STEEP GRADE, THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1529

9/13/87

MOAB,UT

A/C Reg. No. N5637D

Time (Lc1) - 1330 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. FLIGHT ADVISORIES - INACCURATE - FBO PERSONNEL
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 1,2,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1577 10/06/87 TREMONTON,UT A/C Reg. No. N7572B Time (Lcl) - 1020 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 152	Eng Make/Model	- LYCOMING O-235-L1C	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	ON AIRPORT
Method	- N/A	SALT LAKE CITY,UT	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	TREMONTON
Wind Dir/Speed	- 010/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- 17
Lowest Sky/Clouds	- UNK/NR	- VFR	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 3445/ 75
Obstructions to Vision	- NONE	Type Apch/Lndg	- ASPHALT
Precipitation	- NONE	- TRAFFIC PATTERN	Runway Status
Condition of Light	- DAYLIGHT		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	- N/A	Total
	Months Since	- N/A	- 22
	Aircraft Type	- N/A	Make/Model-
			22
			Instrument-
			0
			Last 24 Hrs -
			1
			Last 30 Days-
			UNK/NR
			Last 90 Days-
			22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT FLEW TO THE FIRST STOP ON HIS CROSS COUNTRY TRAINING FLIGHT. HE MISREAD THE WINDSOCK AND LANDED DOWNWIND ON RUNWAY 17. AFTER TOUCHDOWN THE PILOT LOST CONTROL OF THE AIRCRAFT AND TAXIED OFF THE LEFT SIDE OF THE RUNWAY, HIT A FENCE AND A TREE BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1577

10/06/87

TREMONTON,UT

A/C Reg. No. N7572B

Time (Lc1) - 1020 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WIND INFORMATION - NOT UNDERSTOOD - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - FENCE
 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) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1578 10/09/87 MONUMENT VALLEY,UT A/C Reg. No. N7746G Time (Lcl) - 0900 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	-TAKEOFF		Pass 0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 240/010 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FARMINGTON,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 MONUMENT VALLEY</p> <p>Runway Ident - 16</p> <p>Runway Lth/Wid - 3100/ 15</p> <p>Runway Surface - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 52</p> <p>Biennial Flight Review</p> <p>Current - NO</p> <p>Months Since - 31</p> <p>Aircraft Type - C-182</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p>Total - 291</p> <p>Make/Model- 231</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS LANDING ON A DIRT RUNWAY AND AT TOUCHDOWN A CROSSWIND WEATHERVANED THE AIRCRAFT TO THE RIGHT. THE PILOT ADDED FULL POWER TO TRY TO GO AROUND BUT THE AIRCRAFT SETTLED BACK TO THE GROUND LEFT OF THE RUNWAY. THE AIRCRAFT CAME TO REST 300 YARDS LEFT OF THE RUNWAY IN SCRUB BRUSH.

Brief of Accident (Continued)

File No. - 1578

10/09/87

MONUMENT VALLEY,UT

A/C Reg. No. N7746G

Time (Lc1) - 0900 MDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. GO-AROUND - ATTEMPTED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1465 5/17/87 STAFFORD, VA A/C Reg. No. N527B Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -TAKEOFF			0	0	0	1
			0	0	0	2

-----Aircraft Information-----

Make/Model - LAKE LA-4	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	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 - 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- 180/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status * - WATER - CHOPPY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 17557
SE LAND, ME LAND, SE SEA	Months Since - 12	Make/Model- 40
	Aircraft Type - DC-9	Instrument- 2265
		Multi-Eng - 17077
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 47

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF THE AIRCRAFT COLLIDED WITH A SUBMERGED OBJECT WHICH PENETRATED THE HULL AND DISLODGED THE RIGHT PONTOON. THE AIRCRAFT SANK IN APPROXIMATELY 4 FEET OF WATER AND WAS SUBSTANTIALLY DAMAGED. THE PILOT AND HIS TWO PASSENGERS WERE NOT INJURED. A BOAT CAME BY SHORTLY AFTER THE ACCIDENT AND TOWED THE AIRCRAFT INTO SHORE.

Brief of Accident (Continued)

File No. - 1465

5/17/87

STAFFORD,VA

A/C Reg. No. N527B

Time (Lcl) - 1500 EST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - SUBMERGED OBJECT
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1552 6/30/87 HOT SPRINGS, VA A/C Reg. No. N23106 Time (Lcl) - 1040 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 150H	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 - 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	FREDERICKSBURG, VA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	INGALLS FIELD
Wind Dir/Speed- 280/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 112
SE LAND	Months Since - 1	Make/Model- 112
	Aircraft Type - C-150	Instrument- 3
		Last 24 Hrs - 5
		Last 30 Days- 44
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

ON THE SECOND LEG OF A CROSS-COUNTRY FLIGHT FROM ANNAPOLIS, MD TO ALBUQUERQUE, NM, THE PILOT BECAME DISORIENTED AND WAS UNABLE TO LOCATE INGALLS AIRPORT IN HOT SPRINGS, VA. THE PILOT REALIZED HE WAS LOW ON FUEL AND DECIDED TO MAKE A PRECAUTIONARY LANDING ON A GOLF COURSE. THE AIRCRAFT TOUCHED DOWN ON AN UPHILL AREA, BECAME AIRBORNE, TOUCHED DOWN HARD AND COLLAPSED THE LANDING GEAR. FOUR AND ONE HALF GALLONS OF FUEL WERE FOUND IN THE FUEL TANKS.

Brief of Accident (Continued)

File No. - 1552

6/30/87

HOT SPRINGS, VA

A/C Reg. No. N23106

Time (Lcl) - 1040 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. TERRAIN CONDITION - UPHILL
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 4. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
 5. FLUID,FUEL - LOW LEVEL
-

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) 3

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. - 1409 7/15/87 CAPRON,VA A/C Reg. No. N590FH Time (Lc1) - 0905 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER FH-1100
Landing Gear - SKID
Max Gross Wt - 2750
No. of Seats - 5

Eng Make/Model - ALLISON 250-C18
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 274 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- UNK/NR
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
LOVINGTON,VA
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
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
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 1352	Last 24 Hrs	- UNK/NR
Make/Model-	111	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR
		Rotorcraft	- 761

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PLT MADE A 60 MPH POWER DESCENT LANDING APCH. WHEN THE HELICOPTER DESCENDED TO A HEIGHT OF ABOUT 10 FT AGL, THE PLT RAISED COLLECTIVE AND APPLIED LEFT RUDDER PRESSURE. THE HELICOPTER ABRUPTLY TURNED RIGHT. ACCORDING TO THE PLT, THE HELICOPTER DID NOT RESPOND TO HIS CORRECTIVE INPUT TO THE CYCLIC. THE HELICOPTER DESCENDED AND LANDED HARD ON ITS RIGHT LANDING SKID FOLLOWED BY THE MAIN ROTOR BLADE STRIKING THE HELICOPTER. EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF PREIMPACT MALFUNCTIONS/FAILURES.

Brief of Accident (Continued)

File No. - 1409

7/15/87

CAPRON,VA

A/C Reg. No. N590FH

Time (Lcl) - 0905 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1407 8/09/87 BURNT CHIMNEY, VA A/C Reg. No. N51436 Time (Lcl) - 1230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE		0	0	1	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- MAULE M-4-210C	Eng Make/Model	- CONTINENTAL IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2100	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 210 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- UNK/NR	Last Departure Point	ON AIRSTRIP
Method	- UNK/NR	ROANOKE, VA	
Completeness	- UNK/NR	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	
Wind Dir/Speed	- 240/006 KTS	ATC/Airspace	Runway Ident
Visibility	- 8.0 SM	Type of Flight Plan	- 05
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 1400 -UNK/NR
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
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)	
PRIVATE	Current - YES	Total	- 318
SE LAND	Months Since - 13	Make/Model	- 74
	Aircraft Type - C-177RG	Instrument	- UNK/NR
		Multi-Eng	- UNK/NR
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 18
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT ATTEMPTED TO LAND ON A 1400 FT GRASS AIRSTRIP. THE PLT LATER STATED THAT DURING THE LNDG ROLL THE PASSG ALERTED HIM TO THE FACT THAT THEY WOULD NOT STOP ON THE RWY. THIS CAUSED THE PLT TO START A GO-AROUND FOLLOWED BY A 2ND ATTEMPT TO STOP. THE PLT SAID HE THEN REALIZED THAT HE COULD NOT STOP AND RE-ATTEMPTED THE GO-AROUND. DURING THE CLIMB A POWER LINE BLOCKED THE ACFTS PATH SO THE PLT ATTEMPTED TO FLY UNDER THE WIRES. DURING THIS MANEUVER THE ACFTS RT WING STRUCK A TREE AND THE ACFT DESCENDED TO COLLIDE WITH THE GROUND IN AN OPEN FIELD.

Brief of Accident (Continued)

File No. - 1407

8/09/87

BURNT CHIMNEY,VA

A/C Reg. No. N51436

Time (Lc1) - 1230 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - TREE(S)
 2. CLEARANCE - INADEQUATE - PILOT IN COMMAND
 3. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 4. OBJECT - WIRE,TRANSMISSION
 5. GO-AROUND - DELAYED - PILOT IN COMMAND
-

Occurrence #2 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) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1483 8/23/87 SOMERVILLE, VA A/C Reg. No. N81CA Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -TEST FLT
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

SUBSTANTIAL

Fire NONE

Crew 0
Pass 0

Fatal 0
0

Injuries

Serious 0
0

Minor 1
0

None 0
1

-----Aircraft Information-----

Make/Model - BEECH D50C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6300
No. of Seats - 1

Eng Make/Model - LYCOMING G0-480-C2D6
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 295 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/020 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HARTWOOD
Runway Ident - 35
Runway Lth/Wid - 2500/ 30
Runway Surface - GRAVEL
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 63
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)
Total - 2120
Make/Model - 305
Instrument - 131
Multi-Eng - 410
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NOSE GEAR PREMATURELY RETRACTED AND THE PROPS CONTACTED THE GRAVEL RUNWAY DURING THE TAKEOFF INITIAL CLIMB. THE PLT ATTEMPTED TO CONTINUE THE TAKEOFF AND THE ACFT SETTLED INTO TREES OFF THE DEPARTURE END OF THE RWY. POST-ACCIDENT INSPECTION FAILED TO REVEAL THE CAUSE OF THE GEAR RETRACTION. TWO DAYS PRIOR TO THE ACCIDENT THE PLT WAS UNABLE TO EXTEND THE LANDING GEAR AND HAD TO MANUALLY HAND PUMP THE GEAR DOWN. ON THE DAY BEFORE THE ACCIDENT, THE PLT INSPECTED AND LUBRICATED THE LANDING GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 1483

8/23/87

SOMERVILLE,VA

A/C Reg. No. N81CA

Time (Lcl) - 1100 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - PREVIOUS DAMAGE

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. OBJECT - TREE(S)
3. PROPER CLIMB RATE - NOT POSSIBLE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1425 9/03/87 TAPPAHANNOCK, VA A/C Reg. No. N78505 Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - LYCOMING IO-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

<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- 090/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 25000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="text-align: center;">SAME AS ACC/INC</p> <p>Destination</p> <p style="text-align: center;">RICHMOND, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p style="text-align: center;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>PRIVATE</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 13</p> <p>Aircraft Type - C-172</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 350</p> <p>Make/Model- UNK/NR</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS AT 1500 MSL WHEN A 300 RPM LOSS OF POWER OCCURRED. THE PLT SIGHTED A PRIVATE LANDING STRIP AND HE DECIDED TO MAKE A PRECAUTIONARY LANDING ON IT. DURING THE LANDING ROLL ON THE 62 FT WIDE GRASS STRIP THE L WING STRUCK CORN STALKS IN AN ADJACENT CORNFIELD. THE PLT EXPERIENCED A LOSS OF CONTROL FOLLOWED BY THE ACFT VEERING TO THE LEFT AND INTO THE CORNFIELD. EXAMINATION OF THE ACFT DID NOT REVEAL EVIDENCE OF MALFUNCTION. CONDITIONS WERE CONDUCTIVE FOR CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 1425

9/03/87

TAPPAHANNOCK,VA

A/C Reg. No. N78505

Time (Lc1) - 1900 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS

2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING - ROLL

Finding(s)

3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND

4. TERRAIN CONDITION - CROP

-----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. - 1518

9/20/87

ROANOKE,VA

A/C Reg. No. N3636W

Time (Lcl) - 1559 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Injuries		
	Fatal	Serious	Minor
Crew	0	0	1
Pass	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
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- 270/006 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONETA,VA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

ROANOKE REGIONAL WOODRUM
Runway Ident - 33
Runway Lth/Wid - 5800/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 27

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	-	374	Last 24 Hrs -	UNK/NR
Make/Model-	47		Last 30 Days-	UNK/NR
Instrument-	105		Last 90 Days-	99
Multi-Eng -	9			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ROANOKE TOWER CLEARED THE AIRCRAFT FOR LANDING AND THE PILOT PULLED THE POWER TO IDLE. THE PILOT DID NOT REALIZE THE ENGINE HAD QUIT UNTIL HE APPLIED POWER ON SHORT FINAL AND THE ENGINE DID NOT RESPOND. THE AIRCRAFT STRUCK SHORT OF RUNWAY 33. THE PILOT STATED THAT HE FORGOT TO SWITCH TANKS DURING FLIGHT. THE LEFT TANK WAS FOUND EMPTY WITH THE FUEL SELECTOR ON THE LEFT TANK.

Brief of Accident (Continued)

File No. - 1518

9/20/87

ROANOKE,VA

A/C Reg. No. N3636W

Time (Lcl) - 1559 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FLUID,FUEL - STARVATION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1459 8/17/87 KENT,WA A/C Reg. No. N4235D Time (Lcl) - 1700 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries				
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BEECH G35	Eng Make/Model	- CONTINENTAL E-225-8	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 225 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/010 KTS</p> <p>Visibility - 50.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">ELLENBURG,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRSTRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">CREST AIRPARK</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 3000/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 45</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 22</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p style="padding-left: 20px;">Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 518</td> <td>Last 24 Hrs - 0</td> </tr> <tr> <td>Make/Model- 518</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 4</td> <td>Last 90 Days- 5</td> </tr> </table>	Total - 518	Last 24 Hrs - 0	Make/Model- 518	Last 30 Days- UNK/NR	Instrument- 4	Last 90 Days- 5
Total - 518	Last 24 Hrs - 0							
Make/Model- 518	Last 30 Days- UNK/NR							
Instrument- 4	Last 90 Days- 5							

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER ROTATION A PROPELLER BLADE SEPARATED FROM THE AIRCRAFT WITH THE REMAINING PROPELLER HUB ASSEMBLY AND THE OTHER BLADE ALSO FALLING FROM THE AIRCRAFT. THE PILOT WAS ABLE TO LAND THE AIRCRAFT STRAIGHT AHEAD ON THE REMAINING RUNWAY. THE HUB WAS OVERHAULED 7 HRS. BEFORE THE ACCIDENT. METALLURGICAL EXAMINATION OF THE PROPELLERS AND HUB ASSEMBLY REVEALED THAT THE SEPARATION OF THE BLADE FROM THE HUB WAS THE RESULT OF THE USE OF THE SEVERELY DAMAGED BLADE RETENTION NUT IN THE OVERHAULED PROPELLER.

Brief of Accident (Continued)

File No. - 1459

8/17/87

KENT,WA

A/C Reg. No. N4235D

Time (Lc1) - 1700 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES,PROP BLADE RETENTION - PREVIOUS DAMAGE
 2. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
 3. PROPELLER SYSTEM/ACCESSORIES,BLADE - SEPARATION
-

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. - 1442

8/23/87

TUKWILA,WA

A/C Reg. No. N8379Z

Time (Lcl) - 1600 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	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R-22
Landing Gear - SKID
Max Gross Wt - 1370
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 124 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- LIGHT AND VARIABLE
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SEATTLE,WA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA
HELICOPTER

Age - 25

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	303	Last 24 Hrs	-	UNK/NR
Make/Model-	84		Last 30 Days-	UNK/NR	
Instrument-	18		Last 90 Days-	16	
			Rotorcraft	-	84

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ATTEMPTING TO LAND IN A FIELD AND AT ABOUT 3 FEET AGL, THE PILOT ATTEMPTED TO SECURE THE RIGHT CABIN DOOR. DUE TO THE DISTRACTION THE PILOT ALLOWED THE REAR SKIDS TO CONTACT THE GROUND AND A HARD LANDING RESULTED.

Brief of Accident (Continued)

File No. - 1442

8/23/87

TUKWILA,WA

A/C Reg. No. N8379Z

Time (Lc1) - 1600 PDT

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. DOOR - NOT SECURED
 2. ALTITUDE - INATTENTIVE - PILOT IN COMMAND
 3. DIVERTED ATTENTION - PILOT IN COMMAND
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

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. - 1470 8/25/87 OAK HARBOR,WA A/C Reg. No. N19092 Time (Lcl) - 0420 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150
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 - 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 - 2.000 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
EVERETT,WA
Destination
OAK HARBOR,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

OAK HARBOR AIRPARK
Runway Ident - 07
Runway Lth/Wid - 3267/ 25
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 212	Last 24 Hrs	- 2
Make/Model-	210	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD NOT SLEPT THE NIGHT OF THE FLT. HE WAS WEARING CONTACT LENS AND HAD CLOSED HIS EYES SEVERAL TIMES DURING THE FLT TO ALLEVIATE STINGING. WHILE ON SHORT FINAL APPROACH TO LAND THE PLT CLOSED HIS EYES AND FELL ASLEEP. WHEN HE AWOK HE WAS LEFT OF THE RWY AND PAST MID FIELD. DURING HIS GO-AROUND THE ACFT STRUCK TREES IN FLT. THE ACFT DESCENDED TO GROUND CONTACT WHERE THE NOSE GEAR BROKE AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1470

8/25/87

OAK HARBOR, WA

A/C Reg. No. N19092

Time (Lcl) - 0420 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
2. FATIGUE - PILOT IN COMMAND
3. GO-AROUND - DELAYED - PILOT IN COMMAND
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. - 1469 8/30/87 SHELTON,WA A/C Reg. No. N4789U Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire		0	0	1	0
Flight Conducted Under	-14 CFR 91	NONE		0	0	1	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- CESSNA 180H	Eng Make/Model	- CONTINENTAL O-470R	ELT Installed/Activated	- YES/NO
Landing Gear	- FLOAT	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-----

<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- LIGHT AND VARIABLE</p> <p>Visibility - 25.0 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;">SHELTON,WA</p> <p>Destination</p> <p style="padding-left: 20px;">OLYMPIA,WA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - WATER</p> <p>Runway Status - WATER-CALM</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND,SE SEA</p>	<p>Age - 35</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 304</p> <p>Make/Model- 36</p> <p>Instrument- 74</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 32</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING INITIAL CLIMBOUT THE PILOT STATED THAT A LOSS OF POWER OCCURRED. HOWEVER, NO REASON FOR LOSS OF POWER COULD BE FOUND. AN EYE WITNESS TO THE ACCIDENT STATED THAT HE HEARD POWER THROUGHOUT THE TAKEOFF TO THE MOMENT OF IMPACT. THE PROPELLER SHOWED HEAVY CHORDWISE SCRATCHES, TWISTING, BENDING, CURLING, AND DEEP LEADING EDGE NICKS.

Brief of Accident (Continued)

File No. - 1469

8/30/87

SHELTON,WA

A/C Reg. No. N4789U

Time (Lc1) - 1530 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1468

9/05/87

BURBANK,WA

A/C Reg. No. N71513

Time (Lcl) - 1000 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	1	0

-----Aircraft Information-----

Make/Model - LUSCOMBE 8A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLLEGE PLACE,WA
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 - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	89	Last 24 Hrs	UNK/NR
Make/Model	81	Last 30 Days	UNK/NR
Instrument	0	Last 90 Days	12

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A LOCAL PLEASURE FLIGHT THE PILOT MADE A 30 DEGREE, BANKED TURN AT REDUCED POWER. THE AIRCRAFT ENTERED A STALL AND DESCENDED TO THE GROUND. THE AIRCRAFT HAS NO STALL WARNING SYSTEM.

Brief of Accident (Continued)

File No. - 1468

9/05/87

BURBANK,WA

A/C Reg. No. N71513

Time (Lcl) - 1000 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. STALL WARNING SYSTEM - NOT INSTALLED
 2. STALL - INADVERTENT - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 4. AIRSPEED(VS) - NOT MAINTAINED - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1543

9/11/87

QUINCY, WA

A/C Reg. No. N8QA

Time (Lcl) - 1855 PDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	0	1	0	0
Flight Conducted Under	-14 CFR 137	0	0	0	0
Accident Occurred During	-DESCENT				

-----Aircraft Information-----

Make/Model - HILLER UH-12E

Eng Make/Model - LYCOMING VO-540-B1A

ELT Installed/Activated - NO -N/A

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 3100

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 3

Rated Power - 305 HP

-----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 - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 30

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 4620

Make/Model- 1730

Instrument- 76

Last 24 Hrs - 6

Last 30 Days- UNK/NR

Last 90 Days- 397

Rotorcraft - 3200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION MANEUVER THE PILOT FLEW INTO TWO 23,000 VOLT POWERLINES. THE HELICOPTER'S ROTOR BLADES STRUCK THE POWERLINES, THE AIRCRAFT TURNED TO THE RIGHT AND DESCENDED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1543

9/11/87

QUINCY,WA

A/C Reg. No. N8QA

Time (Lcl) - 1855 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1542 9/19/87 CATHLAMET,WA A/C Reg. No. N96847 Time (Lcl) - 1355 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-Q
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- 270/002 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
SEATTLE,WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

EMER-ISLE
Runway Ident - 27
Runway Lth/Wid - 1600 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 199	Last 24 Hrs	- 0
Make/Model-	136	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	43

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING SOFT FIELD TAKEOFFS WITH NO FLAPS. HE LOST CONTROL OF THE AIRCRAFT AT ABOUT 10 FEET AGL, THE AIRCRAFT'S RIGHT WING STRUCK THE GROUND AND THE AIRCRAFT CAME TO A STOP.

Brief of Accident (Continued)

File No. - 1542

9/19/87

CATHLAMET,WA

A/C Reg. No. N96847

Time (Lcl) - 1355 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. STALL - INADVERTENT - PILOT IN COMMAND
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 1532 10/16/87 WALLA WALLA,WA A/C Reg. No. N7231N Time (Lcl) - 1811 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 240/005 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAN JOSE,CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

GROVE FIELD

Runway Ident - 23

Runway Lth/Wid - 1570/ 33

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 25

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - C-T210N

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1219

Make/Model- 507

Instrument- 184

Multi-Eng - 152

Last 24 Hrs - 7

Last 30 Days- 28

Last 90 Days- 72

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED SHORT AND THE AIRCRAFT'S MAIN LANDING GEAR STRUCK THE EDGE OF A PLATEAU AT THE APPROACH END OF THE PRIVATE STRIP. THE AIRCRAFT SWERVED OFF THE GRASS RUNWAY, THE NOSE GEAR COLLAPSED, AND THE AIRCRAFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1532

10/16/87

WALLA WALLA, WA

A/C Reg. No. N7231N

Time (Lcl) - 1811 PDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. PROPER TOUCHDOWN POINT - MISJUDGED - PILOT IN COMMAND

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

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

Brief of Accident

File No. - 1433 11/04/87 BELLINGHAM, WA A/C Reg. No. N4178Q Time (Lcl) - 2240 PST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CASCADE FLIGHT SCHOOL	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	1	Fatal	0	Minor	0
Accident Occurred During	-MANEUVERING		Pass	3		0		0

-----Aircraft Information-----

Make/Model	- CESSNA 310N	Eng Make/Model	- CONTINENTAL IO-470-VO	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 5200	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 260 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	TACOMA, WA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	BELLINGHAM, WA		BELLINGHAM INTL	
Wind Dir/Speed	- 330/004 KTS			Runway Ident	- 16
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 5000/ 150
Lowest Sky/Clouds	- 1000 FT	Type of Flight Plan	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 1000 FT BROKEN	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- FOG	Type Apch/Lndg	- ILS-LOCALIZER		
Precipitation	- NONE				
Condition of Light	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 1631	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 2	Make/Model - 220	Last 30 Days - 28
	Aircraft Type - PA-44	Instrument - 160	Last 90 Days - 44
		Multi-Eng - 277	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS CHARTERED TO TAKE UNIVERSITY (WWU) PSNL TO AN ALUMNI DINNER. WHILE RTRNG AT NGT, THE PLT MADE A LOCALIZER ONLY, ILS RWY 16 APCH IN MARGINAL VFR CONDS. DRG THE APCH, RADAR SVC WAS TERMINATED & THE PLT WAS TOLD TO CTC BELLINGHAM RADIO, BUT HE DID NOT LND OR CTC THE FACILITY. RADAR DATA SHOWED HE CONTD SOUTHBOUND TWD WWU & CHGD THE TRANSPONDER CODE TO 1200 (VFR). RADAR CTC WAS LOST FOR APRX 1-1/2 MIN AS THE ACFT PASSED OVR THE VCNTY OF WWU & 1 OF THE PAX'S HOME, THEN RADAR CTC WAS REESTABLISHED. WITNESSES IN THE AREA RPRTD SEEING A LOW FLYING ACFT AT APRX THAT TIME. THE ACFT THEN FLEW TO THE VCNTY OF SVRL LARGE REFINERIES APRX 9 MI NNW OF THE ARPT & RADAR CTC WAS LOST AGAIN. WHEN THE ACFT DID NOT LAND AT THE ARPT, A SEARCH WAS STARTED. IT WAS FND WHERE IT HAD HIT 200' TREES & CRASHED. NO ONE SAW THE ACDNT, BUT 2 PERSONS SAW AN ACFT FLYING AT LOW ALT IN THAT VCNTY WITH THE LNDG LGT ON. THEY ALSO RPRTD PTCHY FOG IN THE AREA. SUBSEQUENTLY, THE ACFT TURNED TO AN EASTERLY HDG BFR IT CRASHED. NO PREIMPACT MECH PRBLM WAS FND THAT WOULD HAVE CAUSE THE ACDNT.

Brief of Accident (Continued)

File No. - 1433

11/04/87

BELLINGHAM, WA

A/C Reg. No. N4178Q

Time (Lc1) - 2240 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - BRIGHT NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. LOW PASS - PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. PROPER ALTITUDE - NOT MAINTAINED - 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) 7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1482 1/18/87 LA CROSSE, WI A/C Reg. No. N9999Y Time (Lcl) - 1345 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CHAMPION 7ECA
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed 310/008 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 - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

LACROSSE MUNI.
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 49
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 37	Last 24 Hrs	- UNK/NR
Make/Model	- 22	Last 30 Days	- 3
Instrument	- 0	Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER THE THIRD TRY AT AN ENGINE START THE ENG STARTED AND RAN AT FULL THROTTLE. THE PLT COULD NOT REDUCE RPM.
TO AVOID STRIKING TWO PARKED ACFT THE PLT STRUCK A HANGAR. POST ACCIDENT INVESTIGATION REVEALED THAT THE THROTTLE
CABLE WAS NOT OPERATING PROPERLY. THE PLT LATER STATED THAT THE BRAKES COULD NOT OVERCOME THE THRUST OF FULL THROTTLE.

Brief of Accident (Continued)

File No. - 1482

1/18/87

LA CROSSE, WI

A/C Reg. No. N9999Y

Time (Lcl) - 1345 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation STANDING - STARTING ENGINE(S)

1. FUEL SYSTEM, FUEL CONTROL - BINDING (MECHANICAL)

2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND

3. THROTTLE/POWER LEVER, CABLE - CHAFED

Occurrence #2 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI

Finding(s)

4. OBJECT - BUILDING (NONRESIDENTIAL)

5. BRAKES (NORMAL) - INADEQUATE -

6. MIXTURE - NOT CORRECTED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1478

6/04/87

REDGRANITE,WI

A/C Reg. No. N56DZ

Time (Lcl) - 1830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - ZANK CHALLENGER II
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 790
No. of Seats - 2

Eng Make/Model - ROTAX 447
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 42 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- LIGHT AND VARIABLE
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
DE KALB,IL

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)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)			
Total	60	Last 24 Hrs	5
Make/Model-	5	Last 30 Days-	5
Instrument-	0	Last 90 Days-	5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT HAD PURCHASED THIS AMATEUR BUILT AIRCRAFT EARLIER IN THE DAY AND HAD MADE ONE SUCCESSFUL FLIGHT AND WAS ON THE DOWNWIND LEG OF THE SECOND FLIGHT. THE AIRCRAFT WAS AT AN ESTIMATED ALTITUDE OF 150' TO 200' AGL, WHEN WITNESSES STATED THAT THE AIRCRAFT PITCHED NOSE DOWN APPROXIMATELY 40 DEGREES, WITH POWER REMAINING CONSTANT AND IMPACTED THE GROUND. THE ACCIDENT AIRCRAFT HAS A MAXIMUM PILOT SEAT WEIGHT RESTRICTION OF 250 POUNDS. THE PILOT'S MEDICAL CERTIFICATE INDICATED HIS WEIGHT AT 275 POUNDS. WITNESSES INDICATED WEIGHT TO BE AT LEAST 300 POUNDS.

Brief of Accident (Continued)

File No. - 1478

6/04/87

REDGRANITE,WI

A/C Reg. No. N56DZ

Time (Lc1) - 1830 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1499 2/11/87 MOUNDSVILLE, WV A/C Reg. No. N918MC Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-520-E2B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5300	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	LOUISVILLE, KY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MARSHALL COUNTY AIRPORT
Wind Dir/Speed- 170/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 3300/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4000
SE LAND, ME LAND	Months Since - 17	Make/Model- 450
	Aircraft Type - UNK/NR	Instrument- 230
		Multi-Eng - 2500
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TOUCHDOWN THE PILOT REALIZED THAT HE WAS LONG BUT DECIDED IT WAS TOO LATE TO GO-AROUND. HE INTENTIONALLY GROUND LOOPED THE AIRCRAFT TO THE RIGHT. BOTH ENDS OF THE RUNWAY DROP OFF INTO A VALLEY.

Brief of Accident (Continued)

File No. - 1499

2/11/87

MOUNDSVILLE, WV

A/C Reg. No. N918MC

Time (Lcl) - 1600 EST

Occurrence #1 ABRUPT MANEUVER
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1556 5/09/87 RAVENSWOOD,WV A/C Reg. No. N3543R Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	2	1	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - BEECH A23	Eng Make/Model - CONTINENTAL IO-346A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 165 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	JACKSON COUNTY MUNICIPAL
Wind Dir/Speed- 260/010 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 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 - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 5	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 20
		Last 30 Days- 10
		Instrument- 1
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS PROVIDING FREE PROMOTIONAL RIDES FOR A FLIGHT SCHOOL. HE WAS ON THE FOURTH FLIGHT OF THE DAY, ON FINAL APPROACH, IN A NOSE HIGH ATTITUDE WHEN THE AIRCRAFT'S LEFT WING STRUCK SMALL TREES. THE AIRCRAFT IMPACTED THE GROUND 250 FEET SHORT OF THE RUNWAY AND NOSED OVER. INVESTIGATION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS/FAILURES. AIRCRAFT WEIGHT AND BALANCE COMPUTATIONS INDICATE THE AIRCRAFT WAS OVER THE MAXIMUM GROSS WEIGHT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1556

5/09/87

RAVENSWOOD,WV

A/C Reg. No. N3543R

Time (Lc1) - 1130 EDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
 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. - 1444

7/29/87

DUBOIS, WY

A/C Reg. No. N4580Y

Time (Lc1) - 0950 MDT

-----Basic Information-----

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation - OTHER WORK USE

Flight Conducted Under - 14 CFR 133

Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BELL 204B

Landing Gear - SKID

Max Gross Wt - 9500

No. of Seats - 10

Eng Make/Model - LYCOMING T-53-L13B

Number Engines - 1

Engine Type - TURBOSHAFT

Rated Power - 1250 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 270/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 15000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 35

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5200

Make/Model- 1600

Instrument- UNK/NR

Multi-Eng - 50

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 150

Rotorcraft - 3400

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERCIAL PLT WAS PERFORMING EXTERNAL SLING LOADS IN SUPPORT OF SEISMIC OPERATIONS. THE PLT REPORTED THAT THE ENGINE FAILED DURING A LOAD RELEASE AND THE PLT EXECUTED AN AUTOROTATION. THIS RESULTED IN A HARD LANDING IN HEAVY TIMBER ON SLOPING TERRAIN. THE HELICOPTER ROLLED OVER ON THE RIGHT SIDE. A POST ACCIDENT ENGINE INSPECTION REVEALED NO PREIMPACT MECHANICAL MALFUNCTIONS /FAILURES.

Brief of Accident (Continued)

File No. - 1444

7/29/87

DUBOIS,WY

A/C Reg. No. N4580Y

Time (Lc1) - 0950 MDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation HOVER

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
3. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

EMBRY-RIDDLE AERO. U. DAYTONA BEACH



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