

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

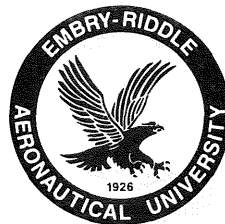
AIRCRAFT ACCIDENT REPORTS

BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1987 ACCIDENTS

NTSB/AAB-89/02



UNITED STATES GOVERNMENT



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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1601 through 1800					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

Flying by individuals in their own or rented aircraft for pleasure, or personal transportation not in furtherance of their occupation or company business.

Business

The use of aircraft by pilots (not receiving direct salary or compensation for piloting) in connection with their occupation or in the furtherance of a private business.

Corporate/Executive Operations

The use of aircraft owned or leased, and operated by a corporation or business firm for the transportation of personnel or cargo in furtherance of the corporation's or firm's business, and which are flown by professional pilots receiving a direct salary or compensation for piloting.

Instructional Flying

Refers to flying accomplished in supervised training under the direction of an accredited instructor.

Other Flying

Includes other kinds of flying not covered under the other broad categories. In some instances the criterion of direct financial return may or may not be present.

2. AIR CARRIER

This operating certificate refers to all operations conducted for direct financial return except instructional flying. It includes Domestic/Flag Air Carriers, Supplemental Air Carriers, All Cargo Air Service Air Carriers, Commercial Operators, Air Travel Club, and Corporate (14 CFR 125) operations. Also included in this category are Commuter Air Carrier and On-Demand Air Taxi operations.

Airframe/Component/System Failure/Malfunction

Occurrences resulting from failure of any part of the airframe/component/system while in flight or in motion on the ground. Excludes failure resulting from contact with another airplane or object, or impact with the ground, or damage from landing gear collapse or retraction.

Powerplant - Loss of Power

Occurrences of engine failure or malfunction for any reason. Includes engine stoppage, power interruption, or power loss, actual or simulated.

PHASE OF OPERATION

The phase of operation relates to the particular segment of the flight or occurrences during which the circumstances of the accident occur.

CAUSES AND RELATED FACTORS

In determining probable cause(s) of an accident, all facts, conditions and circumstances are considered. The object is to ascertain these cause-effect relationships in the accident sequence about which something can be done to prevent recurrence of the type of accident under consideration. Accordingly, for statistical purposes where two or more causes exist in an accident, each is recorded and no attempt is made to establish a primary cause. The term factor is used to denote those elements of an accident which further explain or supplement the probable cause(s). Additional items that are not categorized as cause or factors are indicated as findings. These items are of interest in the investigation, however, they do not relate directly to the cause of the accident.

BASIC WEATHER CONDITIONS

The types of weather conditions (VMC/IMC) are determined in accordance with the prescribed minima in Part 91 of the Federal Aviation Regulations. These minima pertain to the ceiling and visibility, in conjunction with the type of airspace at the accident site. Type of weather conditions are based on surface weather as determined from officially recognized sources. Weather conditions encountered in flight are not necessarily representative of the classifications VMC/IMC as carried under Weather Data.

FILE ORDER LISTING

ISSUE NUMBER 9

CALENDAR YEAR 1987

File Order Listing - Issue No. 9, 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1601	7684J	071687	DANSVILLE, NY	PIPER	PA-28-180	NONE	272
1602	7502G	090387	LUDINGTON, MI	CESSNA	150L	NONE	204
1603	146M	092087	GREEN BAY, WI	BEECH	E55	NONE	390
1604	9543B	092087	PINCKNEYVILLE, IL	CESSNA	172RG	NONE	128
1605	6469S	092787	SPARTA, WI	CESSNA	150H	NONE	392
1606	5196K	092687	FRANKFORT, IL	CESSNA	172	MINOR	130
1607	7688F	092587	TROY, MI	PIPER	PA-28-181	NONE	206
1608	1023K	080687	HOPEFUL, GA	PIPER	PA-18-150	NONE	100
1609	7306W	061487	ANDERSON, IN	PIPER	PA-28-180	NONE	142
1610	37526	090787	RICHMOND, VA	BALLOON WORK	FIREFLY 7	SERIOUS	360
1611	3496X	012087	HIGHGATE, VT	MOONEY	M20C	FATAL	368
1612	36328	091787	WEINER, AR	SCHWEIZER	G-164B	FATAL	24
1613	3761Q	090387	SPRINGDALE, AR	RYAN	ST3KR	NONE	22
1614	900K	081687	MEADE, KS	MAXFIELD	PITTS S-1S	NONE	164
1615	421DT	090287	CORAL SPRINGS, FL	CESSNA	421	FATAL	68
1616	2316D	082687	VERO BEACH, FL	PIPER	PA-38-112	SERIOUS	66
1617	111UA	090287	ST THOMAS, VI	AERO COMMAND	680FL	NONE	366
1618	6920F	110987	CARMEL VALLEY, CA	CESSNA	150F	MINOR	42
1619	6542R	102487	LOUISVILLE, KY	BEECH	B24R	FATAL	170
1620	9065T	082787	ST. JOSEPH, TN	CESSNA	182	NONE	324
1621	733DQ	081887	JACKSONVILLE, AL	CESSNA	172	NONE	12
1622	3891P	080887	ST CHARLES, MO	BURKHOLDER	Q-2	SERIOUS	238
1623	9935P	072187	NICKERSON, KS	PIPER	PA-36	FATAL	162
1624	201UX	091687	MACCLENNY, FL	MOONEY	M20J	NONE	76
1625	67896	091887	PLANT CITY, FL	CESSNA	152	NONE	78

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1627	58032	042287	SANFORD, ME	TAYLORCRAFT	DC0-65	NONE	190
1628	734EM	051687	ATLANTIC CITY, NJ	CESSNA	172	NONE	258
1629	8118	060687	SPECULATOR, NY	PIPER	PA-18	NONE	268
1630	3886E	051787	JEANETTE, PA	AERONCA	11AC	NONE	310
1631	4387X	051787	READING, PA	PIPER	PA-28	NONE	312
1632	24806	051487	EDGARTOWN, MA	CESSNA	152	NONE	174
1633	9374V	050987	CALDWELL, NJ	MOONEY	M20F	MINOR	256
1634	67911	032187	DU BOIS, PA	CESSNA	152	NONE	304
1635	9764J	072287	GORDONSVILLE, VA	CESSNA	421	MINOR	358
1636	7426Q	060787	VERA CRUZ, PA	CESSNA	182	NONE	314
1637	7678F	060787	GROVE CITY, PA	PIPER	PA-28-151	NONE	316
1638	4965Y	053087	MURFREESBORO, TN	CESSNA	T210N	NONE	320
1639	6898Z	081587	RAVENNA, OH	PIPER	PA-60-602P	NONE	276
1640	8661W	081487	KNOXVILLE, TN	PIPER	PA-28-235	SERIOUS	322
1641	64191	082487	MARIETTA, GA	CESSNA	172M	NONE	102
1642	3842M	082587	MONTAGUE ISLAND, AK	PIPER	PA-12	NONE	6
1643	5342G	080987	ELMENDORF AFB, AK	DE HAVILLAND	DHC-2 MK-1	NONE	4
1644	9979M	121087	AMBLER, AK	CESSNA	207A	FATAL	10
1645	1113L	111487	HONOLULU, HI	HUGHES	369D	NONE	112
1646	9106Q	111487	JACKSON, CA	BEECH	58	NONE	44
1647	802H	111587	MOKULEIA, HI	BEECH	D18S	NONE	114
1648	275FS	071987	HIGHRIDGE, MO	ROTORWAY	EXEC	SERIOUS	236
1649	3970S	090587	LEBANON, OH	CESSNA	172E	NONE	282
1650	80ET	091087	SALEM, OH	BUSHBY	MUSTANG II	MINOR	284
1651	2295Y	090287	GENOA, IL	CESSNA	177	NONE	122

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1652	8705A	100487	GRAND LEDGE, MI	BEECH	A35	NONE	208
1653	6298A	051687	HONEOYE FALLS, NY	CESSNA	182	NONE	266
1654	2600S	032187	GARDEN CITY, KS	CESSNA	T337C	NONE	160
1655	6603H	071987	KANSAS CITY, MO	CESSNA	172	NONE	234
1656	5012Z	020587	MATAGORDA 665, GM	BELL	206L-1	FATAL	110
1657	51267	062187	CHELSEA, OK	CESSNA	150J	SERIOUS	294
1658	1371A	072687	ARLINGTON, TX	ROE/PIETENPO	AIRCAMPER	NONE	334
1659	3980Q	070387	HOUSTON, TX	CESSNA	172L	NONE	328
1660	807LA	090487	BULVERDE, TX	CESSNA	208	MINOR	340
1661	72137	110787	BRYAN, TX	CESSNA	140	SERIOUS	352
1662	5581U	090787	OCALA, FL	PIPER	PA-28	NONE	72
1663	73DB	090487	NEW PORT RICHEY, FL	BELL	47G	NONE	70
1664	64038	081687	ENGLEWOOD, CO	FAIRCHILD	PT-23	SERIOUS	60
1666	714BN	091187	MORRISTON, FL	CESSNA	150M	NONE	74
1667	36GP	092387	ROANOKE, VA	BENNETTER-ST	STARDUSTER	NONE	362
1668	5502F	071587	ELBERTON, GA	PIPER	PA-28	SERIOUS	98
1669	62127	013087	CUYAMA, CA	CESSNA	172P	FATAL	30
1670	9817W	112287	LAKE CITY, MI	PIPER	PA-28	NONE	212
1671	8382M	111487	ELKHART, IN	CESSNA	A150K	NONE	156
1672	19MW	101387	SILSBEE, TX	WATKINS/MONN	MONI	SERIOUS	346
1673	8159S	081287	MEXIA, TX	PIPER	PA-32R	NONE	338
1674	8274U	070487	GALVESTON, TX	PIPER	PA-28RT-20	NONE	330
1675	2613W	092787	POCOMOKE CITY, MD	MOONEY	M20E	NONE	186
1676	53917	112287	SAN DIEGO, CA	BELLANCA	8GCBC	MINOR	46
1677	2973V	111787	HONOLULU, HI	CESSNA	150M	MINOR	116

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1678	26250	082387	TUCSON, AZ	GULFSTREAM A	AA-5A	MINOR	26
1679	95469	071687	KENT, OH	CESSNA	152	NONE	274
1680	5821P	042087	SALISBURY, MD	PIPER	PA-24-250	FATAL	180
1681	8709F	091187	MORRISTOWN, TN	HUGHES	269A	NONE	326
1682	6647Q	092187	BRISTOL, FL	GRUMMAN	G-164B	MINOR	80
1683	704HB	092387	BELLE GLADE, FL	CESSNA	150M	NONE	84
1684	92191	083087	GREENVILLE, KY	PIPER	J3C-65	MINOR	166
1685	2330Q	092687	BASIN CITY, WA	BEECH	23	NONE	372
1686	8751S	092687	MOUNT VERNON, WA	CESSNA	150F	NONE	374
1687	9815J	070387	TACOMA, WA	CESSNA	150A	NONE	370
1688	8613F	092787	SEATTLE, WA	HUGHES	369D	MINOR	376
1689	32RL	093087	GOLD BEACH, OR	BEECH	A100	NONE	300
1690	819MK	100787	EDWALL, WA	KLIEN	AVID FLYER	NONE	378
1691	37358	101187	TACOMA, WA	CESSNA	340A	NONE	380
1692	4306J	122087	EASTSOUND, WA	PIPER	PA-28-140	FATAL	384
1693	25448	053087	FREDERICKSBURG, VA	CESSNA	152	NONE	356
1694	7151L	121687	ELIZABETHTOWN, KY	GRUMMAN AMER	AA-5	NONE	172
1695	54279	101187	FORT STOCKTON, TX	BOEING	A75N1	NONE	344
1696	73127	101987	LOCKNEY, TX	AIR TRACTOR	AT-301	SERIOUS	348
1697	2387Q	101887	FRONT ROYAL, VA	BEECH	23	SERIOUS	364
1698	9484R	091087	TILLAMOOK, OR	CESSNA	TR182	FATAL	298
1700	5027E	071287	NEW BRIGHTON, MN	CESSNA	180	FATAL	228
1701	15653	102287	COLVILLE, WA	PIPER	PA-28-180	FATAL	382
1702	40184	053187	GRANTSVILLE, MD	AYRES	S2R-T15	NONE	182
1703	4219X	081387	MENDOTA, CA	ROCKWELL	S-2R	FATAL	38

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1704	8741Q	092287	TAVERNIER, FL	CESSNA	TU206F	NONE	82
1705	4010R	092387	GENEVA, FL	PIPER	PA-32-300	FATAL	86
1706	9321A	062787	CAMBRIDGE, MD	CESSNA	195A	NONE	184
1707	9202T	100487	CHURCH HILL, MS	CESSNA	180	NONE	244
1708	39BJ	092687	NO. ATLANTIC OC, AO	CESSNA	411	NONE	20
1709	CFZJY	102287	FT. MYERS, FL	PIPER	PA-32-260	NONE	90
1710	41GK	102887	BOCA RATON, FL	PARRISH	DRAGONFLY	NONE	92
1711	413HM	102987	VERO BEACH, FL	MOONEY	M20F	NONE	94
1712	5086Y	111087	MIAMI, FL	PIPER	PA-23-250	NONE	96
1713	7371U	080887	CROOKED CREEK, AK	CESSNA	207	FATAL	2
1714	5561U	081887	AURORA, NC	PIPER	PA-28-140	FATAL	248
1715	9784M	082987	PUT IN BAY, OH	MOONEY	M20F	NONE	278
1716	117EV	092587	DEMOPOLIS, AL	PIPER	PA-31-350	FATAL	14
1717	4056Y	112787	FAIRBANKS, AK	CESSNA	185	FATAL	8
1718	61BT	092487	OPA LOCKA, FL	AERO COMMAND	560-F	NONE	88
1719	722DD	062687	ELLENVILLE, NY	CESSNA	182P	FATAL	270
1720	4112J	100787	CANBY, OR	PIPER	PA-28-140	SERIOUS	302
1721	23280	061187	PORTERVILLE, CA	CESSNA	150H	MINOR	36
1722	3043S	042887	ROANOKE, VA	CESSNA	150G	NONE	354
1723	1976T	071387	JENKS, OK	PIPER	PA-28-181	SERIOUS	296
1724	5247V	082387	CUBERO, NM	CESSNA	172RG	FATAL	262
1725	2442A	050287	VALATIE, NY	ROBINSON	R-22B	NONE	264
1726	5647R	100387	GRAND BAY, AL	CESSNA	172F	MINOR	16
1727	29GC	093087	MANSFIELD, OH	ENSTROM	F-28A	NONE	288
1728	3651Q	091387	FREMONT, OH	BEECH	A23-24	MINOR	286

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1729	7970B	122087	FALLBROOK, CA	CESSNA	172	SERIOUS	50
1730	6058U	060487	OXFORD, CT	BEECH	58TC	NONE	64
1731	3476G	060387	STOW, MA	NORTH AMERIC	B-25N	NONE	178
1732	9443W	051687	TOMS RIVER, NJ	PIPER	PA-28-235	NONE	260
1733	CGPIK	050887	JULIAN, PA	PIK	20	SERIOUS	308
1734	3993P	050187	HAMPTON, NH	STEARMAN	PT-17	NONE	252
1735	2313Y	112987	SAN CARLOS, AZ	CESSNA	177	MINOR	28
1736	76EF	041687	YUCAIPA, CA	BELL	206B-II	MINOR	34
1737	86WA	111787	PATOKA, IN	CESSNA	150J	NONE	158
1738	28483	110287	LEAVENWORTH, IN	GRUMMAN	AA-5B	NONE	154
1739	739JG	103087	INDIANAPOLIS, IN	CESSNA	R182RG II	NONE	152
1740	1219S	102587	UNION, IL	SCHWEITZER	SGS 2-33A	NONE	134
1741	60481	101987	SPRINGFIELD, IL	CESSNA	150J	NONE	132
1742	NONE	051587	DODGE CENTER, MN	AIR COMMAND	UNKNOWN	FATAL	222
1743	6786D	051487	NEW PRAGUE, MN	BELL	47G-2A	FATAL	220
1744	3262P	043087	EAU CLAIRE, WI	JOHNSON	QUICKIE 2	SERIOUS	386
1745	56721	041087	PINE CENTER, MN	PIPER	PA-32-260	MINOR	216
1746	5303H	110687	NEW BRAUNFELS, TX	HERMAN	DRAGONFLY	MINOR	350
1747	6249Q	091487	WICHITA FALLS, TX	CESSNA	401A	NONE	342
1748	8873Q	080787	GEORGETOWN, TX	CESSNA	206G	NONE	336
1749	322	070687	BIG SPRING, TX	GRUMMAN	G-21A	MINOR	332
1750	168US	120787	SAN LUIS OBISPO, CA	BRITISH AERO	BAE-146-20	FATAL	48
1751	4026A	122187	BURBANK, CA	CESSNA	195A	NONE	52
1751	4309Y	122187	BURBANK, CA	PIPER	PA-28-161	NONE	54
1752	4342B	100987	SAN LUIS OBISPO, CA	PIPER	PA-28-161	NONE	40

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1753	1230M	030587	CHARLESTON, WV	CESSNA	210M	FATAL	396
1754	55309	041187	BERWICK, ME	CESSNA	172P	FATAL	188
1755	11GL	102687	COLUMBUS, OH	CESSNA	337C	MINOR	292
1756	4639J	101487	LEXINGTON, KY	PIPER	PA-28R-180	NONE	168
1757	4630N	091187	ATLANTA, GA	CESSNA	402C	SERIOUS	108
1758	3992A	090487	PAINESVILLE, OH	TOMISHIN	W-8	NONE	280
1759	9391R	071387	MASON CITY, IA	AERO COMMAND	500-B	SERIOUS	118
1760	3695B	040487	KANSAS CITY, MO	BALLOON WORK	FIREFLY 6	SERIOUS	232
1761	160FB	030487	DETROIT, MI	CASA	C-212-CC	FATAL	196
1762	30694	051787	FALMOUTH, MA	PIPER	PA-28R-201	NONE	176
1763	78506	050587	PALMYRA, PA	CESSNA	172K	NONE	306
1764	9119K	042587	RUMFORD POINT, ME	STINSON	108	SERIOUS	192
1765	4837P	012587	PRINCETON, NJ	CESSNA	152	NONE	254
1766	9359Z	101487	LANSING, MI	CESSNA	TU-206G	NONE	210
1767	3226T	100587	VERONA, WI	CESSNA	177	MINOR	394
1768	61V	092887	ROCHESTER, IN	BOEING	A75N1	NONE	150
1769	7108B	091987	BELLEVILLE, IN	PIPER	PA-22-150	NONE	148
1770	9287W	090687	INDIANAPOLIS, IN	PIPER	PA-28-235	MINOR	146
1771	67447	090587	NEW LENOX, IL	CESSNA	152	NONE	124
1772	1802Z	123087	EAST LANSING, MI	CESSNA	210-5	NONE	214
1773	704XX	122687	REDWOOD FALLS, MN	CESSNA	150M	NONE	230
1774	78705	122287	STAUNTON, IL	CESSNA	172K	NONE	140
1775	7865Y	110987	DECATUR, IL	PIPER	PA-30B	NONE	138
1776	5360U	110487	SUGAR GROVE, IL	CESSNA	T210N	NONE	136
1777	2488C	092787	WINSTON SALEM, NC	PIPER	PA-38-112	NONE	250

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1778	720DA	082587	ATLANTA, GA	LOCKHEED	L-1011-385	NONE	104
1779	23193	081487	LUMBERTON, NC	CESSNA	150H	NONE	246
1780	23JA	071087	BETHEL/MSP, MN	GREAT LAKES	2T-1	FATAL	224
1781	757UT	063087	JENISON, MI	CESSNA	152	NONE	202
1782	2386T	062287	ERIE, MI	NAVION	G	SERIOUS	200
1783	80111	060687	FIFE LAKE, MI	LAKE	LA 4-200	MINOR	198
1784	6551X	102487	GREELEY, CO	CESSNA	210	NONE	62
1785	8315S	091987	GRAYSLAKE, IL	PIPER	PA-28RT-20	NONE	126
1786	2006L	071087	INT'L FALLS, MN	TAYLORCRAFT	F21A	NONE	226
1787	6343N	083187	SHERIDAN, IN	CHAMPION	7KCAB	MINOR	144
1788	6384Z	041087	HENNING, MN	PIPER	PA-25	MINOR	218
1789	2600K	091087	CARTERSVILLE, GA	LUSCOMBE	8E	NONE	106
1790	22553	101487	SCYRENE, AL	CESSNA	150H	MINOR	18
1791	2802R	100987	SEBRING, OH	PIPER	PA-28R-200	NONE	290
1792	8221M	122487	CHOWCHILLA, CA	CESSNA	210K	NONE	56
1793	436CA	093087	SAN JUAN, PR	CASA	212-200	SERIOUS	318
1794	52184	021587	NEWHALL, CA	CESSNA	180J	FATAL	32
1795	12943	122987	BANNING, CA	CESSNA	172M	NONE	58
1796	4718U	021187	DETROIT, MI	BOEING	747-122	SERIOUS	194
1797	8569H	080887	CHILLICOTHE, MO	NORTH AMERIC	NAVION	NONE	240
1798	5831D	081587	SOLON SPRINGS, WI	PIPER	PA-22-150	FATAL	388
1799	6078N	082087	CRESTON, IA	BEECH	B23	NONE	120
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AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 9 OF 1987 ACCIDENTS

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1713 8/08/87 CROOKED CREEK, AK A/C Reg. No. N7371U Time (Lcl) - 0930 ADT

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	HERMANS AIR INC.	DESTROYED						
Type of Operation	SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	1	0	0	0
Flight Conducted Under	14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	MANEUVERING							

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

Make/Model	CESSNA 207	Eng Make/Model	CONTINENTAL IO-520-470	ELT Installed/Activated	YES/NO
Landing Gear	TRICYCLE-FIXED	Number Engines	1	Stall Warning System	YES
Max Gross Wt	3600	Engine Type	RECIP-FUEL INJECTED		
No. of Seats	8	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	CHUATHBALUK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	CROOKED CREEK, AK	CROOKED CREEK
Wind Dir/Speed - CALM	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - UNK/NR OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1467
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model - 167
	Aircraft Type - C207	Instrument - 39
		Multi-Eng - 530
		Last 24 Hrs - 6
		Last 30 Days - UNK/NR
		Last 90 Days - 146

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT OVERFLOW THE DESTINATION DUE TO FOG. THE STATION MANAGER STATED THAT AFTER TRANSMITTING TO THE PLT THAT THE WX WAS "ZERO ZERO", THE PLT STATED THAT HE WOULD CONTINUE ON TO RED DEVIL AND SHE HEARD IT FLY OVERHEAD. THE FIRST PIECES OF ACFT DEBRIS WERE FOUND 9 MILES SOUTH OF CROOKED CREEK ALONG THE WESTERN SHORE OF THE KUSKOKWIN RIVER AT A POINT WHERE IT WIDENED AND THE SURFACE OF THE WATER SMOOTHED OUT. NO IMPACT MARKS WERE FOUND ALONG EITHER SHORE OF THE RIVER. OTHER PLTS IN THE AREA STATED THAT THE FOG WAS DOWN TO THE GROUND AND EXTENDED APPROX 12 MILES SOUTH OF CROOKED CREEK. THE ENGINE, PLT'S SEAT, AND ACFT WERE NOT RECOVERED.

Brief of Accident (Continued)

File No. - 1713

8/08/87

CROOKED CREEK, AK

A/C Reg. No. N7371U

Time (Lc1) - 0930 ADT

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
 4. JUDGEMENT - POOR - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - WATER
-

----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. - 1643 8/09/87 ELMENDORF AFB, AK A/C Reg. No. N5342G Time (Lcl) - 1125 ADT

-----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	1
Accident Occurred During -TAKEOFF					

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

Make/Model - DE HAVILLAND DHC-2 MK-1	Eng Make/Model - P&W R-985-39A	ELT Installed/Activated - YES/NO
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 5090	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SIX MILE LAKE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 27
Visibility - 50.0 SM	Type of Flight Plan - MILITARY (VFR)	Runway Lth/Wid - 4000/ 80
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WATER - GLASSY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, CFI	Current - YES	Total - 3851
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 480
	Aircraft Type - DHC-2	Instrument- 339
		Multi-Eng - 401
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR (CFI) ELECTED TO DEMONSTRATE A NO-FLAP TAKEOFF WITH CALM/GLASSY WATER CONDS. AFTER THE FLOAT PLANE HAD ACCELERATED TO ABOUT 55 TO 60 KTS WITHOUT BECOMING AIRBORNE, HE ELECTED TO ABORT THE TAKEOFF. HE STATED THAT HE ATTEMPTED A LEFT TURN & THE FLOAT PLANE SETTLED OFF STEP, BUT THE FORWARD MOMENTUM CAUSED THE ACFT TO CONT STRAIGHT AHEAD. HE CALLED FOR "RUDDERS," MEANING WATER RUDDERS, BUT THE STUDENT REACTED BY ASSISTING IN APPLYING NORMAL RUDDER. THE WATER RUDDER HANDLE WAS LOCATED AT THE LOWER LEFT CORNER OF THE INSTRUMENT PANEL & WAS NOT ACCESSIBLE TO THE CFI, WHO WAS IN THE RGT SEAT. SUBSEQUENTLY, THE FLOAT PLANE IMPACTED AN EMBANKMENT WITH THE ENG SHUT DOWN AT AN ESTD SPEED OF 7 TO 10 KTS. THE CFI STATED THAT HE SHOULD HAVE CALLED FOR "WATER RUDDERS."

Brief of Accident (Continued)

File No. - 1643

8/09/87

ELMENDORF AFB,AK

A/C Reg. No. N5342G

Time (Lc1) - 1125 ADT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND(CFI)
 2. TERRAIN CONDITION - WATER, GLASSY
 3. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)
 4. CREW/GROUP COORDINATION - INADEQUATE - PILOT IN COMMAND(CFI)
 5. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - DUAL STUDENT
 6. DIRECTIONAL CONTROL - NOT MAINTAINED -
 7. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1642 8/25/87 MONTAGUE ISLAND, AK A/C Reg. No. N3842M Time (Lcl) - 1300 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew
NONE Pass

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1838
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 135 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 090/005 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

NELLIE MARTIN RIVER
Runway Ident - 11
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 - 43
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

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

Total	-	423	Last 24 Hrs -	2
Make/Model-	89		Last 30 Days-	UNK/NR
Instrument-	2		Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS MAKING AN APCH FOR A SOFT/SHORT FIELD LANDING AT A STRIP WHICH PARALLELED THE OCEAN SHORELINE ON MONTAGUE ISLAND. HE STATED THAT WHEN HE CAME IN TO LAND, HE MISJUDGED THE HEIGHT & POSITION OF BUSHES NR THE APCH END OF THE STRIP. SUBSEQUENTLY, THE ACFT HIT THE TOPS OF BUSHES JUST SHORT OF THE LNDG AREA. THE LIFT STRUTS, TIPS OF THE PROP, LEADING EDGES OF THE WINGS & ELEVATORS WERE DAMAGED DRG THE OCCURRENCE. THE PLT RPRTD THE WIND WAS FROM 090 DEG AT 5 TO 10 KTS. A PLT/OPERATOR RPRT SHOWED THE LANDING STRIP WAS ORIENTED ON AN ESE HEADING.

Brief of Accident (Continued)

File No. - 1642

8/25/87

MONTAGUE ISLAND, AK

A/C Reg. No. N3842M

Time (Lc1) - 1300 ADT

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

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - HIGH VEGETATION

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1717 11/27/87 FAIRBANKS, AK A/C Reg. No. N4056Y Time (Lcl) - 1543 AST

-----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 2	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 185	Eng Make/Model - CONTINENTAL IO-470F	ELT Installed/Activated - YES/NO
Landing Gear - SKI	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	UNK/NR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FAIRBANKS, AK	FAIRBANKS INT'L
Wind Dir/Speed- CALM		Runway Ident - N/A
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Ceiling - 6000 FT BROKEN	Type of Clearance - NONE	Runway Status - N/A
Obstructions to Vision- NONE	Type Apch/Lndg - TRAFFIC PATTERN	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1568
SE LAND, SE SEA	Months Since - 18	Last 24 Hrs - 4
	Aircraft Type - 172	Make/Model- 175
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS TWO PASSENGERS WERE RETURNING FROM A HUNTING TRIP WHEN THE AIRPLANE CRASHED 7 MILES FROM THE FAIRBANKS INTERNATIONAL AIRPORT. THE AIRPLANE STRUCK THE GROUND IN A VERTICAL ATTITUDE AT A HIGH RATE OF SPEED. EVIDENCE AT THE SCENE SUGGESTS THAT THE LEFT WHEEL PENETRATION SKI HAD DEFLECTED INFLIGHT JUST PRIOR TO THE CRASH. OTHER PILOTS WHO HAVE HAD A SIMILAR PROBLEM WITH THIS TYPE OF SKI REPORT THE DEFLECTION TO BE ACCOMPANIED BY A VIOLENT PITCH DOWN OF THE AIRPLANE. THE PILOT HAD NOT COMPLIED WITH AN FAA AIRWORTHINESS DIRECTIVE DATED MAY 12, 1980, THAT THE SKIS BE MODIFIED TO PRECLUDE JUST SUCH AN OCCURRENCE. ADDITIONALLY, THE PILOT HAD KNOWLEDGE OF, AND FAILED TO REMOVE, 3 TENT POLES WHICH HAD FALLEN BEHIND THE AFT BAGGAGE COMPARTMENT. ONE OF THESE POLES AND THE ELEVATOR BELLCRANK ASSEMBLY SHOWED SIGNS OF INTERFERENCE THAT INDICATED CONTROL BINDING.

Brief of Accident (Continued)

File No. - 1717

11/27/87

FAIRBANKS, AK

A/C Reg. No. N4056Y

Time (Lcl) - 1543 AST

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

Finding(s)

1. LANDING GEAR, SKI ASSEMBLY - DISCONNECTED
 2. MAINTENANCE, COMPLIANCE WITH AD - NOT PERFORMED - PILOT IN COMMAND
 3. FLIGHT CONTROL, ELEVATOR ATTACHMENT - BLOCKED (PARTIAL)
 4. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 5. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - 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) 1,3,4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1644 12/10/87 AMBLER, AK A/C Reg. No. N9979M Time (Lcl) - 2100 AST

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

Type Operating Certificate	COMMUTER	Aircraft Damage						
Name of Carrier	-BERING AIR, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	1	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-CRUISE							

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 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	KOTZEBUE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	SHUNGNAG, AK	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - .500 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- ICE FOG		
Precipitation - SNOW		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 446
SE LAND, ME LAND, SE SEA	Months Since - 2	Last 24 Hrs - 5
	Aircraft Type - C-207	Make/Model - 60
		Instrument - 54
		Last 30 Days - 65
		Last 90 Days - 85
		Rotorcraft - UNK/NR
		Multi-Eng - 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF THE AIR TAXI CARGO FLT WAS OPERG AT NIGHT IN MARGINAL VFR CONDS WHEN THE ACFT STRUCK RISING TERRAIN. THE ACFT WAS FND THE NEXT DAY AT APRX 1000 AST, SOME 15 MI OFF THE INTENDED ROUTE. THE PLT WAS UNCONSCIOUS & SUFFERING FM HYPOTHERMIA & OTHER INJURIES. HE WAS TAKEN TO A HOSPITAL, BUT DIED LATER THAT DAY. AN INVESTIGATION REVEALED THE ACFT STRUCK THE SOUTH SIDE OF BISMARCK MTN AT APRX 2100' MSL WHILE IN LVL FLT. ANOTHER PLT, WHO WAS FLYING IN THE AREA ABOUT 2-1/2 HRS AFTER THE ACDNT, RPRTD THAT CLASSIC WHITE-OUT CONDS EXISTED WITH MOD SNOW FALL & ICE CRYSTALS RDCG FWD VIS TO LESS THAN 1/2 MI. THE PLT (OF N9979M) HAD BEEN RECENTLY HIRED BY BERING AIR & HAD ONLY ABOUT 23 HRS OF KNOWN FLT TIME IN THE GENERAL AREA. AT THE TIME OF EMPLOYMENT, HE INDCD HE HAD APRX 1536 HRS OF FLT TIME; HOWEVER, ONLY 446 HRS OF FLT TIME WAS VERIFIED BY HIS LOGBOOK & OTHER SOURCES. MIN FLT TIME TO ACT AS A PIC IN THE AIR TAXI OPN WAS 500 HRS.

Brief of Accident (Continued)

File No. - 1644

12/10/87

AMBLER,AK

A/C Reg. No. N9979M

Time (Lcl) - 2100 AST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED -
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
4. INADEQUATE SUBSTANTIATION PROCESS - COMPANY/OPERATOR MGMT
5. LIGHT CONDITION - DARK NIGHT
6. WEATHER CONDITION - OBSCURATION
7. WEATHER CONDITION - ICE FOG
8. WEATHER CONDITION - SNOW
9. WEATHER CONDITION - WHITEOUT
10. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

11. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
12. TERRAIN CONDITION - HIGH TERRAIN
13. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
14. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
15. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 10,11,13

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6,7,8,9,12,14,15

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1621 8/18/87 JACKSONVILLE,AL A/C Reg. No. N733DQ Time (Lcl) - 1830 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 220/020 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

JACKSONVILLE
Runway Ident - 27
Runway Lth/Wid - 3000/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 80
Make/Model- 30
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 DEPARTED JACKSONVILLE IN VFR CONDS WITHOUT OBTAINING A WX BRIEFING. WHILE EN ROUTE, SHE OBSERVED THUNDERSTORM ACTIVITY & ELECTED TO RETURN TO JACKSONVILLE. BY THE TIME SHE RETURNED, THE WX HAD DETERIORATED & THE WIND HAD SHIFTED TO THE SOUTH. THE WIND VELOCITY WAS ESTIMATED TO BE ABOUT 20 KTS SINCE THE WIND SOCK WAS FULLY EXTENDED. DRG A LANDING ON RWY 27, THE ACFT BOUNCED & THE PLT LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE ACFT HIT A DITCH & WAS DAMAGED. THE PLT OPERG HANDBOOK STATED THAT WITH AVERAGE PLT TECHNIQUE, A DIRECT X-WIND OF 15 KTS COULD BE HANDLED WITH SAFETY. THE PLT EXTIMATED THE WIND WAS GUSTING TO 30 KTS.

Brief of Accident (Continued)

File No. - 1621

8/18/87

JACKSONVILLE,AL

A/C Reg. No. N733DQ

Time (Lcl) - 1830 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. FLIGHT TO ALTERNATE DESTINATION
4. WEATHER CONDITION - HIGH WIND
5. WEATHER CONDITION - CROSSWIND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
7. DIRECTIONAL CONTROL - NOT POSSIBLE -
8. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

9. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1716 9/25/87 DEMOPOLIS,AL A/C Reg. No. N117EV Time (Lcl) - 0315 CDT

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

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

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

Make/Model	- PIPER PA-31-350	Eng Make/Model	- LYCOMING LT10-540-J2BD	ELT Installed/Activated	- UNK/NR
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
Method	- N/A	UNK/NR
Completeness	- N/A	Destination
Basic Weather	- IMC	DEMOPOLIS,AL
Wind Dir/Speed	- 170/003 KTS	ATC/Airspace
Visibility	- .500 SM	Type of Flight Plan
Lowest Sky/Clouds	- UNK/NR	- NONE
Lowest Ceiling	-	Type of Clearance
Obstructions to Vision	- FOG	- NONE
Precipitation	- NONE	Type Apch/Lndg
Condition of Light	- NIGHT(DARK)	- NONE

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP,CFI	Current	- UNK/NR	Total - 7000
SE LAND,ME LAND	Months Since	- UNK/NR	Make/Model- UNK/NR
	Aircraft Type	- UNK/NR	Instrument- 500
			Multi-Eng - 5000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT OF AN AIRCRAFT CARRYING AN ESTIMATED 317 KILOS OF COCAINE WAS ATTEMPTING TO LAND AT AN APT WHICH DID NOT HAVE A PUBLISHED INSTRUMENT APPROACH PROCEDURE IN IMC. WITNESSES ESTIMATED THAT THE VISIBILITY WAS NO MORE THAN 1/2 MILE IN FOG ABOUT 45 MIN AFTER THE ESTIMATED TIME OF THE ACCIDENT. THE AIRCRAFT COLLIDED WITH A TREE ABOUT 1,400 FEET SHORT OF THE RUNWAY THRESHOLD AND ABOUT 600 FEET TO THE RIGHT OF THE EXTENDED RUNWAY CENTERLINE. GROUND CONTACT WAS MADE ABOUT 380 FEET AFTER COLLIDING WITH THE TREE. THE AIRCRAFT BURNED AFTER GROUND IMPACT. PILOT FLIGHT TIME WAS OBTAINED FROM PILOT'S LAST CFI APPLICATION.

Brief of Accident (Continued)

File No. - 1716

9/25/87

DEMOPOLIS,AL

A/C Reg. No. N117EV

Time (Lcl) - 0315 CDT

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

Finding(s)

1. OBJECT - TREE(S)
 2. FLT WITH INADQT ENROUTE/DESTN FACILITIES - ATTEMPTED - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. WEATHER CONDITION - FOG
 5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
 6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

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

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

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

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. - 1726 10/03/87 GRAND BAY, AL A/C Reg. No. N5647R Time (Lcl) - 1025 CDT

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

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

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

Make/Model - CESSNA 172F	Eng Make/Model - CONTINENTAL O-300D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	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	BAYOU LA BATRE, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CUTTS FIELD
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000-N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 279
SE LAND	Months Since - 23	Make/Model- 10
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

THE ENGINE LOST PWR SHORTLY AFTER T/O. THE ENGINE REGAINED PWR AS THE PLT WAS ABOUT TO MAKE A FORCED LDG IN A FIELD. HE ABORTED THE LDG ATTEMPT AND ATTEMPTED TO MAKE IT BACK TO THE AIRSTRIP. THE ENGINE SUBSEQUENTLY LOST PWR AGAIN. THE PLT STRETCHED HIS GLIDE TO AVOID IMPACTING TREES, AND INSUFFICIENT AIRSPEED REMAINED TO FLARE THE ACFT PRIOR TO LDG IN ANOTHER FIELD. THE PLT REPORTED THAT THE LT FUEL TANK GAUGE INDICATED "EMPTY" AND THE RT TANK GAUGE INDICATED "1/4" FULL AFTER THE ENGINE INITIALLY LOST PWR. HE NOTED THAT THE FUEL SLECTOR WAS IN THE "BOTH" POSITION AT THE TIME. POST-CRASH EXAM OF THE ACFT BY ANOTHER PLT REVEALED THAT THE LT FUEL TANK WAS EMPTY AND THAT THE RT TANK CONTAINED ABOUT A PINT OF FUEL.

Brief of Accident (Continued)

File No. - 1726

10/03/87

GRAND BAY, AL

A/C Reg. No. N5647R

Time (Lc1) - 1025 CDT

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. REFUELING - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
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) 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. - 1790 10/14/87 SCYRENE,AL A/C Reg. No. N22553 Time (Lcl) - 1530 CDT

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 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 ANDALUSIA,AL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN 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 - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s) COMMERCIAL,CFI SE LAND,ME LAND</p>	<p>Age - 26</p> <p>Biennial Flight Review Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-401</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>-</td> <td>540</td> <td>Last 24 Hrs</td> <td>-</td> <td>6</td> </tr> <tr> <td>Make/Model</td> <td>-</td> <td>17</td> <td>Last 30 Days</td> <td>-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument</td> <td>-</td> <td>74</td> <td>Last 90 Days</td> <td>-</td> <td>178</td> </tr> <tr> <td>Multi-Eng</td> <td>-</td> <td>74</td> <td></td> <td></td> <td></td> </tr> </table>	Total	-	540	Last 24 Hrs	-	6	Make/Model	-	17	Last 30 Days	-	UNK/NR	Instrument	-	74	Last 90 Days	-	178	Multi-Eng	-	74			
Total	-	540	Last 24 Hrs	-	6																					
Make/Model	-	17	Last 30 Days	-	UNK/NR																					
Instrument	-	74	Last 90 Days	-	178																					
Multi-Eng	-	74																								

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENGINE LOST PWR DURING A LOW-ALTITUDE POWERLINE PATROL. THE AIRPLANE NOSED OVER DURING THE SUBSEQUENT FORCED LDG. POST-CRASH EXAMINATION OF THE ACFT BY AN FAA INSPECTOR REVEALED THAT THE FUEL TANK VENT SYSTEM WAS OBSTRUCTED WITH MUD-DAUBER NESTS IN SEVERAL PLACES. THE CROSSOVER VENT TUBE, LOCATED IN THE TOP OF THE CABIN, WAS FOUND COMPLETELY BLOCKED. THE LEFT WING VENT TUBE WAS FOUND PARTIALLY BLOCKED. NO EVIDENCE OF MECHANICAL MALFUNCTION OR FAILURE WAS FOUND DURING EXAMINATION OF THE ENGINE. THE ACFT HAD BEEN INVOLVED IN ANOTHER ACCIDENT APPROX 4 MONTHS EARLIER, AND THE WINGS WERE REPORTEDLY REMOVED FROM THE ACFT DURING REPAIRS.

Brief of Accident (Continued)

File No. - 1790

10/14/87

SCYRENE,AL

A/C Reg. No. N22553

Time (Lcl) - 1530 CDT

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

Finding(s)

1. FUEL SYSTEM,VENT - BLOCKED(PARTIAL)
2. FUEL SYSTEM,VENT - BLOCKED(TOTAL)
3. FLUID,FUEL - STARVATION
4. MAINTENANCE,REBUILD/REMANUFACTURE - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

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. - 1708 9/26/87 NO. ATLANTIC OC, AO A/C Reg. No. N39BJ Time (Lcl) - 0800 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 - UNKNOWN
Flight Conducted Under - 14 CFR 91
Accident Occurred During - UNKNOWN

Fire - UNK/NR
Crew Pass

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

Make/Model - CESSNA 411
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 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
GEORGETOWN, BAHM
Destination
FREEPORT, BAHM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 200/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1800 FT SCATTERED
Lowest Ceiling - 8000 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 - FORCED LANDING

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

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

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

Age - 26
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
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 ACFT WAS DITCHED 35 MILES SOUTHEAST OF CAT ISLAND ON A FLT FROM GEORGETOWN TO FREEPORT, BAHAMAS FOR UNKNOWN REASON(S). THE ACFT HAS NOT BEEN RECOVERED. ATTEMPTS TO CONTACT THE PILOT & REGISTERED OWNER WERE TO NO AVAIL.

Brief of Accident (Continued)

File No. - 1708

9/26/87

NO. ATLANTIC DC, AD

A/C Reg. No. N39BJ

Time (Lc1) - 0800 EDT

Occurrence #1 DITCHING
Phase of Operation LANDING

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1613 9/03/87 SPRINGDALE, AR A/C Reg. No. N3761Q Time (Lcl) - 1015 CDT

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

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

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

Make/Model - RYAN ST3KR	Eng Make/Model - KINNER R55	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1885	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	SPRINGDALE MUNI
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 18
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5302/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2100
SE LAND,ME LAND	Months Since - 0	Make/Model- 275
	Aircraft Type - C-130	Instrument- 161
		Multi-Eng - 1740
		Last 24 Hrs - 4
		Last 30 Days- UNK/NR
		Last 90 Days- 64

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT SHORTLY AFTER TAKEOFF, THE ENG LOST POWER, RECOVERED FOR A FEW SECONDS, THEN WENT TO IDLE. DRG THE FEW SECONDS THAT POWER WAS RESTORED, HE INITIATED A TURN BACK TOWARD THE RWY. THE PLT SAID THE ACFT STARTED TO SNAP ROLL TO THE LEFT & WENT TO ABOUT A 90 DEG BANK. HE RECOVERED AT ABOUT 150' AGL & KEPT THE WINGS LEVEL, BUT THE ACFT IMPACTED THE GROUND & WAS SUBSTANTIALLY DAMAGED. NO REASON FOR THE POWER LOSS WAS VERIFIED.

Brief of Accident (Continued)

File No. - 1613

9/03/87

SPRINGDALE, AR

A/C Reg. No. N3761Q

Time (Lcl) - 1015 CDT

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

Finding(s)
1. UNDETERMINED

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

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

Finding(s)
2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
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) 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. - 1612 9/17/87 WEINER, AR A/C Reg. No. N36328 Time (Lcl) - 1900 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - OTHER WORK USE
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Fire NONE
Crew Pass

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

Make/Model - SCHWEIZER G-164B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4500
No. of Seats - 1

Eng Make/Model - P&W PT-6-15AC
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 550 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 - 290/007 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
WEINER, AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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)
COMMERCIAL
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - BE-77

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12115
Make/Model - UNK/NR
Instrument - 0
Last 24 Hrs - 0
Last 30 Days - UNK/NR
Last 90 Days - 100

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD HE WAS ON A FLT TO CHASE BIRDS FROM A RICE FIELD. DRG A LOW PASS OVER THE FIELD, THE MAIN WHEELS DSCNDD INTO THE RICE CROP, & AFTER ABOUT 1000', THE ACFT CONTACTED THE TERRAIN & NOSED OVER. THE SINGLE PLCE ACFT WAS EQUIPPED WITH ONLY ONE SEAT BELT & SHOULDER HARNESS. NEITHER OCCUPANT WAS USING THE RESTRAINT DEVICES. AFTER THE ACDNT, THE PASSENGER WAS FOUND OUTSIDE THE COCKPIT WITH FATAL INJURIES. THE PLT STATED THAT WHEN THE ACFT WAS OVER THE RICE FIELD, A LARGE FLOCK OF BIRDS WAS ENCTR'D & THAT HE APPARENTLY LET THE AIRPLANE GET INTO THE RICE. SVRL DEAD BIRDS WERE FOUND AT THE ACDNT SITE.

Brief of Accident (Continued)

File No. - 1612

9/17/87

WEINER,AR

A/C Reg. No. N36328

Time (Lc1) - 1900 CDT

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

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
 2. SEAT BELT - NOT USED - PILOT IN COMMAND
 3. SHOULDER HARNESS - NOT USED - PILOT IN COMMAND
 4. LOW PASS - INTENTIONAL - PILOT IN COMMAND
 5. OBJECT - BIRD(S)
-

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

Finding(s)

6. TERRAIN CONDITION - CROP
 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) 1,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1678 8/23/87 TUCSON, AZ A/C Reg. No. N26250 Time (Lc1) - 0810 MST

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

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

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

Make/Model - GULFSTREAM AMERICAN AA-5A	Eng Make/Model - LYCOMING O-320-E2G	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SCOTTSDALE, AZ	TUCSON INTL
Wind Dir/Speed- 180/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 9000 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)
PRIVATE	Current - YES	Total - 598
SE LAND	Months Since - 11	Make/Model- 78
	Aircraft Type - UNK/NR	Instrument- 5
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT JUST AFTER TAKEOFF, THE ENGINE LOST PARTIAL POWER & HE WAS UNABLE TO LAND BACK AT THE AIRPORT. DURING AN EMERGENCY LANDING, THE AIRCRAFT COLLIDED WITH A UTILITY LINE & POLE. AN EXAM OF THE ENGINE REVEALED THAT A ROCKER ARM ON THE #4 CYLINDER HAD FAILED. A METALLURGICAL EXAM OF THE PART SHOWED IT HAD FAILED FROM HIGH CYCLE FATIGUE.

Brief of Accident (Continued)

File No. - 1678

8/23/87

TUCSON, AZ

A/C Reg. No. N26250

Time (Lcl) - 0810 MST

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

Finding(s)

1. ENGINE ASSEMBLY,ROCKER ARM/TAPPET - FATIGUE
-

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

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

Finding(s)

2. OBJECT - WIRE,TRANSMISSION
 3. OBJECT - UTILITY POLE
-

----Probable Cause----

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

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. - 1735 11/29/87 SAN CARLOS, AZ A/C Reg. No. N2313Y Time (Lcl) - 1700 PST

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING D-360-A1F60	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2275	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		WHITE RIVER, AZ	
Completeness - N/A		Destination	Airport Data
Basic Weather - VMC		SAN CARLOS, AZ	SAN CARLOS
Wind Dir/Speed- 230/010 KTS			Runway Ident - 14
Visibility - 50.0 SM	ATC/Airspace		Runway Lth/Wid - 7200
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Flight Plan - NONE		Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE		Runway Status - DRY
Obstructions to Vision- BLOWING SNOW	Type Apch/Lndg - TRAFFIC PATTERN		
Precipitation - SNOW	FORCED LANDING		
Condition of Light - DAYLIGHT			

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 197
SE LAND	Months Since - 24	Make/Model- 100
	Aircraft Type - C150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ADDED PWR ON FINAL APPROACH AND LATER STATED THAT THE ENG SEEMED TO BE LOSING PWR. HE SAID HE NOTICED THAT THE FUEL SELECTOR WAS L OF CTR ABT 1/2 INCH, CTRD IT AND ADDED CARB HEAT, HOWEVER THE ENG STILL QUIT. THE ACFT WAS TOO LOW TO LAND ON THE RWY SO THE PLT HEADED THE ACFT TO THE RT OF THE RWY. THE ACFT LANDED HARD. THE WX WAS CONDUCTIVE TO THE CARB ICING. POST ACCD EXAM FOUND THE FUEL SELECTOR ON BOTH. TANKS WERE NOTED TO CONTAIN FUEL.

Brief of Accident (Continued)

File No. - 1735

11/29/87

SAN CARLOS, AZ

A/C Reg. No. N2313Y

Time (Lc1) - 1700 PST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - ROLL
3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. LANDING GEAR, NOSE GEAR - OVERLOAD

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1669 1/30/87 CUYAMA, CA A/C Reg. No. N62127 Time (Lcl) - 1819 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - .500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SANTA BARBARA, CA
Destination
MONTEREY, CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 181
Make/Model- 9
Instrument- 5
Multi-Eng - 1
Last 24 Hrs - 3
Last 30 Days- 7
Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RCVD A PREFLT BRIEFING BEFORE A MORNING DEP FM MONTEREY. AT THAT TIME, THE FORECAST WAS FOR 3000' TO 5000' BROKEN CLOUDS WITH WIDELY SCATTERED RAIN SHOWERS BY 1600 & WITH A GEN OUTLOOK OF VFR. THE PLT FLEW TO SANTA BARBARA TO ATTEND A MEETING & DEPD SANTA BARBARA AT 1709 FOR THE RTRN TRIP W/O OBTAINING A PREFLT WX BRIEFING. WHEN THE ACFT DEPD ON THE NGT X-COUNTRY FLT, WX CONDS EN ROUTE WERE 2500' TO 5000' BROKEN TO OVERCAST WITH TOPS RPRTD TO 8500' & FLT PRE-CAUTIONS FOR MTN OBSCUREMENT. SUBSEQUENTLY, THE ACFT IMPACTED RISING TERRAIN NEAR THE TOP OF A HILL AT AN ELEV OF APRX 2700' MSL. THERE WAS EVIDENCE THE ACFT WAS IN LVL FLT WHEN THE ACNT OCCURRED. IMPACT WAS APRX 200 YDS FROM A 2-LANE HIWAY. PERSONS IN THE AREA RPRTD THE WX CONDS CONSISTED OF A LOW OVERCAST, VIS APRX 1/2 MI WITH FOG & LGT RAIN. NO PREIMPACT MECHANICAL PROBLEMS WERE EVIDENT.

Brief of Accident (Continued)

File No. - 1669

1/30/87

CUYAMA,CA

A/C Reg. No. N62127

Time (Lc1) - 1819 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - HIGH TERRAIN
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - RAIN
6. WEATHER CONDITION - FOG
7. WEATHER CONDITION - OBSCURATION
8. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

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

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
10. TERRAIN CONDITION - RISING

-----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. - 1794 2/15/87 NEWHALL,CA A/C Reg. No. N52184 Time (Lcl) - 0920 PST

-----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
NONE

Crew
Pass

1
0

0
0

0
0

0
0

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

Make/Model - CESSNA 180J
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-S
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 - IMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 8000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
UNK/NR
Destination
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 36
Biennial Flight Review
Current - NO
Months Since - 30
Aircraft Type - 180

Medical Certificate - EXPIRED
Flight Time (Hours)

Total - 1200
Make/Model- 500
Instrument- 18
Multi-Eng - 35
Last 24 Hrs - UNK/NR
Last 30 Days- 10
Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

BASED ON AVAILABLE EVIDENCE, IT IS BELIEVED THAT THE ACCIDENT OCCURRED BETWEEN 0700 AND 0830 HRS DURING A PERIOD OF LOW CEILINGS AND RESTRICTED VISIBILITIES IN THE AREA WHERE THE ACCD TOOK PLACE. THE ACCD SITE IS LOCATED IN A MOUNTAIN PASS AREA BETWEEN TWO VALLEYS. THE DEPT POINT, TIME, ROUTE OF FLT, AND DEST OF THE FLT ARE UNK. A WHITE POWDERY SUBSTANCE, LATER IDENTIFIED AS METHAMPHETIMINE, WAS FOUND WIDELY DISTRIBUTED THROUGHOUT THE CABIN AREA AND THE SORROUNDING GROUND AT THE ACCD SITE. EXAM OF THE WRECKAGE INDICATED THAT THE ACFT COLLIDED WITH THE 46 DEGREE SLOPE OF THE MOUNTAIN IN A HIGH SPEED DESCENT AT AN ANGLE OF ABT 45 DEGREES NOSE DOWN. NO PREIMPACT MECHANICAL MALFUNCTIONS OR FAILURES WERE IDENTIFIED DURING THE INVESTIGATION. THE ACFT HAD NOT HAD AN ANNUAL INSPECTION IN TWO YEARS AND THE LAST DOCUMENTED BFR FOR THE PLT WAS IN AUGUST OF 1983. THE RESULTS OF THE TOXICOLOGICAL TESTS WERE NEGATIVE FOR ALCOHOL AND ALL DRUG SUBSTANCES.

Brief of Accident (Continued)

File No. - 1794

2/15/87

NEWHALL,CA

A/C Reg. No. N52184

Time (Lc1) - 0920 PST

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

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - RAIN
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
6. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
7. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND

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

Finding(s)

8. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
9. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

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

Finding(s)

10. TERRAIN CONDITION - MOUNTAINOUS/HILLY
11. SPIRAL - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7,8,11

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1736 4/16/87 YUCAIPA,CA A/C Reg. No. N76EF Time (Lcl) - 1030 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	0	0	0	1
Pass	0	0	1	1

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

Make/Model - BELL 206B-II
Landing Gear - SKID
Max Gross Wt - 3250
No. of Seats - 5

Eng Make/Model - ALLISON 250-C20
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 400 HP

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

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

Weather Data

Wx Briefing - VRS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

HELICOPTER

Age - 32
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 47D1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 194 Last 24 Hrs - UNK/NR
Make/Model- 17 Last 30 Days- 13
Instrument- 0 Last 90 Days- 48
Rotorcraft - 194

Instrument Rating(s) - NONE

-----Narrative-----

A BELL 206B WENT OUT OF CONTROL AND CRASHED WHILE LNDG AT A 5,720 FT HIGH HELIPAD. THE PLT INDICATED THAT HE TERMINATED THE APRCH AT A 8-10 FT HOVER AND BEGAN TO SPIN TO THE RIGHT WITH FULL LEFT PEDAL APPLIED. AFTER 1 1/2 TO 2 TURNS THE PLT ATMPD TO FLY OUT OF THE SPIN BY LOWERING THE NOSE AND REDUCING POWER. THE ACFT CONTINUED TO SPIN AND COLLIDED WITH THE TERRAIN ROLLING ONTO IT'S LEFT SIDE. THE APPROX DENSITY ALTITUDE (DA) FOR THE HELIPAD WAS 6,800 FT MSL. AC 61-13B STATES, "IF THE DESTINATION IS AT A HIGHER ALTITUDE AND/OR HIGHER TEMPERATURE AND MOISTURE CONTENT PREVAIL, SUFFICIENT POWER MAY NOT BE AVAILABLE TO HOVER AT THE DESTINATION WITH THE EXISTING GROSS WEIGHT". THE MANUAL ALSO STATES THAT A NORMAL APRCH TO THE SURFACE SHOULD BE USED WHEN HIGH DA OR HEAVILY LOADED CONDITIONS EXIST. THE FAA DEFINED "UNANTICIPATED RIGHT YAW" AS AN OCCURRENCE OF AN UNCOMMANDED RIGHT YAW RATE WHICH DOES NOT SUBSIDE OF ITS OWN ACCORD AND WHICH, IF NOT CORRECTED CAN RESULT IN LOSS OF ACFT CONTROL.

Brief of Accident (Continued)

File No. - 1736

4/16/87

YUCAIPA, CA

A/C Reg. No. N76EF

Time (Lcl) - 1030 PDT

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - MOUNTAINOUS/HILLY
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
6. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

7. EMERGENCY PROCEDURE - 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) 2,4,5

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. - 1721

6/11/87

PORTERVILLE, CA

A/C Reg. No. N23280

Time (Lcl) - 1207 PDT

-----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 -DESCENT - EMERGENCY

Fire
NONE

Crew
Pass

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

Make/Model - CESSNA 150H

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/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 300/013 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

SUSANVILLE, CA

Destination

LONG BEACH, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PORTERVILLE

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 - 53

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - 150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 181 Last 24 Hrs - UNK/NR

Make/Model- 160 Last 30 Days- 2

Instrument- 6 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 150H COLLIDED WITH TERRAIN AFTER A LOSS OF POWER. THE PILOT STATED HIS TANKS WERE INDICATING 1/4 WHEN THE ENGINE QUIT. HE FURTHER STATED THAT HE "MISJUDGED LANDING SPEED AND ELEVATION" AND WHEN HE TURNED TO AVOID POWER LINES, THE AIRCRAFT STALLED. THE PILOT ALSO INDICATED THAT HIS SPOUSE HAD PASSED AWAY TWO MONTHS PRIOR AND THAT HE WAS UNDER A GREAT DEAL OF STRESS. THE PILOT STATED, " MY JUDGEMENT CAPABILITIES WERE SIMPLY NOT WITH ME 100% THAT DAY." THE AIRCRAFT WAS EXAMINED BY THE COUNTY SHERIFF AND IT WAS DISCOVERED THAT THERE WAS NO FUEL PRESENT IN THE FUEL TANKS. ACCORDING TO THE PILOT THE AIRCRAFT FUEL TANKS WERE FILLED THE NIGHT PRIOR TO THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 1721

6/11/87

PORTERVILLE,CA

A/C Reg. No. N23280

Time (Lcl) - 1207 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION,PSYCHOLOGICAL CONDITION - PILOT IN COMMAND
3. FLUID,FUEL - EXHAUSTION
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. REFUELING - NOT PERFORMED - PILOT IN COMMAND
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - NONE SUITABLE
8. OBJECT - WIRE,TRANSMISSION
9. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,6,7

Factor(s) relating to this accident is/are finding(s) 2,5,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1703 8/13/87 MENDOTA,CA A/C Reg. No. N4219X Time (Lcl) - 0712 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire Crew 1
NONE Pass 0

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

Make/Model - ROCKWELL S-2R
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 8500
No. of Seats - 1

Eng Make/Model - P & W PT6A-34AG
Number Engines - 1
Engine Type - TURBOPROP
Rated Power - 750 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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MENDOTA,CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7014 Last 24 Hrs - UNK/NR
Make/Model- 1250 Last 30 Days- UNK/NR
Instrument- 37 Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GROUND FLAGMAN REPORTED THE PILOT HAD JUST COMPLETED SPRAYING THE BEAN FIELD. THE PILOT WAS IN THE PROCESS OF DOING A TOUCH-UP APPLICATION WHEN HE FLEW UNDER THE POWER LINES. THE AIRPLANE RIGHT WING CONTACTED THE LOWEST OF THE 4 POWERLINES, ROLLED INVERTED AND CRASHED. THE INVESTIGATION DISCLOSED THAT THE RIGHT WING WAS UP AT THE TIME IT STRUCK THE POWER LINE. NO EVIDENCE OF ANY AIRPLANE PREEXISTING MALFUNCTIONS OR FAILURES WAS FOUND.

Brief of Accident (Continued)

File No. - 1703

8/13/87

MENDOTA, CA

A/C Reg. No. N4219X

Time (Lcl) - 0712 PDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 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. - 1752 10/09/87 SAN LUIS OBISPO, CA A/C Reg. No. N4342B Time (Lcl) - 2000 PDT

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

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

-----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 - NO
Max Gross Wt - 2325	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAN JOSE, CA	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAN LUIS OBISPO, CA	
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- FOG		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 207
SE LAND	Months Since - 16	Make/Model- 195
	Aircraft Type - UNK/NR	Instrument- 1
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 40

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PILOT BECAME DISORIENTED WHEN HE INADVERTENTLY FLEW INTO A LAYER OF FOG WHILE MAKING AN ENROUTE DESCENT FOR LANDING AT HIS DESTINATION. THE AIRCRAFT COLLIDED WITH TREES WHILE THE PILOT WAS ATTEMPTING TO EXECUTE A CLIMBING COURSE REVERSAL. THE PILOT STATED THAT DURING THE APPROACH HE LOST CONTACT WITH ALL GROUND LIGHTS AND ENTERED A SHARP BANK IN AN EFFORT TO TURN AROUND AND CLIMB. "THE ABRUPT MANEUVERS AND TOTAL LACK OF GROUND REFERENCE CAUSED ME TO BECOME DISORIENTED."

Brief of Accident (Continued)

File No. - 1752

10/09/87

SAN LUIS OBISPO, CA

A/C Reg. No. N4342B

Time (Lc1) - 2000 PDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
7. SPATIAL DISORIENTATION - PILOT IN COMMAND
8. 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) 3,5,6,7,8

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. - 1618 11/09/87 CARMEL VALLEY, CA A/C Reg. No. N6920F Time (Lcl) - 1330 PST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HAYWARD, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CARMEL VALLEY
Wind Dir/Speed- CALM		Runway Ident - 11
Visibility - 20.0 SM	ATC/Airspace	Runway Lth/Wid - 2475/ 35
Lowest Sky/Clouds - 6500 FT SCATTERED	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type of Clearance - NONE	Runway Status - DRY
Obstructions to Vision- NONE	Type Apch/Lndg - GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 208
SE LAND	Months Since - 15	Last 24 Hrs - 0
	Aircraft Type - C-172	Make/Model- 90
		Last 30 Days- UNK/NR
		Instrument- 7
		Last 90 Days- 8
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PASSENGER WERE ON A FLT TO AN ARPT WITH A 2475' RWY & A DISPLACED THRESHOLD OF 665'. THE PLT RPRTD THAT WHEN HE ENTERED THE APCH TO LND ON RWY 11, THE ACFT WAS HIGHER THAN NECESSARY. HE CONTD THE APCH, BUT WHEN THE ACFT HAD NOT TOUCHED DOWN, AFTER TRAVELING ABOUT 2/3 OF THE WAY DOWN THE RWY, HE ELECTED TO GO AROUND. HE STATED THAT HE "PUSHED IN" THE THROTTLE & CARB HEAT, & "RETRACTED SOME FLAPS." HOWEVER, THE ACFT DID NOT GAIN SUFFICIENT ALT. SUBSEQUENTLY, IT STRUCK A 50' TREE BEYOND THE END OF THE RWY & SLIGHTLY LEFT OF THE RWY CENTERLINE. ALSO, THE PLT RPRTD THERE WAS A STEEP INCLINE BEYOND THE DEP END OF THE RWY WHICH WAS SURROUNDED BY TREES. THE ARPT FACILITIES DIRECTORY WARNED OF TREES & STATED "NO TOUCH & GO LNDGS."

Brief of Accident (Continued)

File No. - 1618

11/09/87

CARMEL VALLEY,CA

A/C Reg. No. N6920F

Time (Lcl) - 1330 PST

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

Finding(s)

1. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - DISPLACED THRESHOLD
 2. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. OBJECT - TREE(S)
-

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

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. - 1646

11/14/87

JACKSON, CA

A/C Reg. No. N9106Q

Time (Lcl) - 1415 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

3

Accident Occurred During -LANDING

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

Make/Model - BEECH 58

Eng Make/Model - CONTINENTAL IO-520-C

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5400

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 6

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NWS

Method - TELEPHONE

Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- VARIABLE/015 KTS

Visibility - 30.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LONG BEACH, CA

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

WESTOVER FIELD

Runway Ident - 19

Runway Lth/Wid - 3400/ 60

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - TRAFFIC PATTERN

-----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 - 947

Last 24 Hrs - 0

SE LAND, ME LAND

Months Since - 18

Make/Model- 581

Last 30 Days- UNK/NR

Aircraft Type - BE-58

Instrument- 131

Last 90 Days- 10

Multi-Eng - 581

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT PRIOR TO REACHING THE DESTN, HE RECEIVED AN ADZY ON THE UNICOM FREQ THAT RWY 19 WAS IN USE & THAT THERE WAS A DIRECT X-WIND. DRG ARRIVAL, HE TRIED TO CONTACT UNICOM AGAIN TO GET A WX UPDATE, BUT WAS UNABLE. HE ELECTED TO LND ON RWY 19. RPRTDLY, THE ACFT TOUCHED DOWN ABOUT 500' TO 600' DOWN THE 3400' RWY & THE PLT APPLIED BRAKES, BUT HE WAS UNABLE TO STOP ON THE REMAINING RWY. HE INTENTIONALLY GROUND LOOPED THE ACFT & THE LEFT MAIN GEAR COLLAPSED WHEN THE PLANE SKIDDED OFF THE RWY. AFTER THE PLT EXITED FROM THE ACFT, HE NOTED A SMALL WIND SOCK AT THE APCH END OF THE RWY THAT WAS INDICATING A DIRECT TAILWIND. BEFORE LANDING, HE HAD ESTD THE WIND WAS FROM 270 TO 280 DEG AT 15 TO 20 KTS. NO MECHANICAL PROBLEM WAS RPRTD.

Brief of Accident (Continued)

File No. - 1646

11/14/87

JACKSON, CA

A/C Reg. No. N9106Q

Time (Lc1) - 1415 PST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - TAILWIND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

5. GROUND LOOP/SWERVE - INTENTIONAL -
6. LANDING GEAR, MAIN GEAR - OVERLOAD

----Probable Cause----

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

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. - 1676 11/22/87 SAN DIEGO, CA A/C Reg. No. N53917 Time (Lcl) - 1400 PST

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

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

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

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 290/009 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - 2000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAN DIEGO, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - 8GCBC</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1518</p> <p>Make/Model- 952</p> <p>Instrument- 49</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 13</p> <p>Last 90 Days- 82</p> <p>Rotorcraft - 45</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS COMPLETING A BANNER TOWING OPN, HE APPLIED PWR TO CLIMB FROM 500' TO 1500' TO RETURN TO THE ARPT. AS HE ADVANCED THE THROTTLE, THE ENG BEGAN RUNNING ROUGH, THEN LOST PWR. HE SAID THE COCKPIT FILLED WITH SMOKE & HE RELEASED THE BANNER. HE STEERED THE ACFT AWAY FROM SURFERS & DITCHED IT IN ROUGH WATER. THE ACFT & ENG WERE BADLY DAMAGED BY THE HVY SURF & SALT WATER. THE ENG WAS EVENTUALLY RECOVERED, EXAMINED & TORN DOWN. NO DISCREPANCIES WERE FOUND, EXCEPT THE ENG DRIVEN OIL PUMP HOUSING & IMPELLERS SHOWED SIGNS OF FOREIGN OBJECT DAMAGE. A WITNESS HAD TAKEN A PHOTO OF THE THE ACFT BEFORE IT WAS DITCHED. THE PHOTO SHOWED A HVY TRAIL OF SMOKE (BELIEVED TO BE FROM OIL) COMING FROM THE ACFT.

Brief of Accident (Continued)

File No. - 1676

11/22/87

SAN DIEGO, CA

A/C Reg. No. N53917

Time (Lc1) - 1400 PST

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

Finding(s)

1. ENGINE ASSEMBLY - UNDETERMINED
 2. FUSELAGE, CREW COMPARTMENT - SMOKE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LOAD JETTISON - PERFORMED -
-

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

Finding(s)

4. TERRAIN CONDITION - WATER, ROUGH
-

----Probable Cause----

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

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. - 1750 12/07/87 SAN LUIS OBISPO, CA A/C Reg. No. N168US Time (Lcl) - 1616 PST

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage				
Name of Carrier -PACIFIC SOUTHWEST AIRLINE	DESTROYED				
Type of Operation -SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	Injuries	
Flight Conducted Under -14 CFR 121	ON GROUND	Pass	5	Serious	Minor
Accident Occurred During -DESCENT			38	0	0
				0	0

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

Make/Model - BRITISH AEROSPACE BAE-146-200	Eng Make/Model - LYCOMING ALF 502-R3	ELT Installed/Activated - NO	-N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 4	Stall Warning System - YES	
Max Gross Wt - 89500	Engine Type - TURBOFAN		
No. of Seats - 83	Rated Power - 6700 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	LOS ANGELES, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAN FRANCISCO, CA	
Wind Dir/Speed- 330/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 11600
SE LAND, ME LAND	Months Since - 2	Make/Model- 1600
	Aircraft Type - BAE-146	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 RECENTLY DISCHARGED USAIR EMPLOYEE BOARDED PSA FLT 1771 AFTER HAVING LEFT A GOODBYE MESSAGE WITH FRIENDS. HE BYPASSED SECURITY AND CARRIED ABD A BORROWED 44 CALIBER PISTOL. A NOTE WRITTEN BY THIS PSGR, FOUND IN THE WRECKAGE, THREATENED HIS FORMER SUPERVISOR AT USAIR, WHO WAS ABOARD THE FLT. AT 1613, THE PLT RPTD TO OAKLAND ARTCC THAT HE HAD AN EMERGENCY AND THAT GUNSHOTS HAD BEEN FIRED IN THE AIRPLANE. WITHIN 25 SECONDS, OAKLAND CTR CONTROLLERS OBSERVED THAT PSA 1771 HAD BEGUN A RAPID DESCENT FM WHICH IT DID NOT RECOVER. WITNESSES ON THE GND SAID THE AIRPLANE WAS INTACT AND THERE WAS NO EVIDENCE OF FIRE BEFORE THE AIRPLANE STRUCK THE GND IN A STEEP NOSE-DOWN ATTITUDE. THE CVR TAPE REVEALED THE SOUNDS OF A SCUFFLE AND SEVERAL SHOTS WHICH WERE APPARENTLY FIRED IN OR NEAR THE COCKPIT. THE PISTOL WAS FOUND IN THE WRECKAGE WITH 6 EXPENDED ROUNDS. FAA RULES PERMITTED AIRLINE EMPLOYEES TO BYPASS SECURITY CHECKPOINTS.

Brief of Accident (Continued)

File No. - 1750

12/07/87

SAN LUIS OBISPO, CA

A/C Reg. No. N168US

Time (Lcl) - 1616 PST

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

Finding(s)

1. SECURITY - INADEQUATE - COMPANY/OPERATOR MGMT
2. PROCEDURE INADEQUATE - COMPANY/OPERATOR MANAGEMENT
3. INSUFFICIENT STANDARDS/REQUIREMENTS, OPERATION/OPERATOR - FAA(ORGANIZATION)
4. CONTROL INTERFERENCE - INTENTIONAL - PASSENGER
5. SABOTAGE - INTENTIONAL - PASSENGER
6. EMOTIONAL REACTION - PASSENGER
7. INCAPACITATION - PILOT IN COMMAND
8. INCAPACITATION - COPILOT/SECOND PILOT
9. SUICIDE - INTENTIONAL - PASSENGER

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

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

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

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. - 1729 12/20/87 FALLBROOK, CA A/C Reg. No. N7970B Time (Lcl) - 1500 PST

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
FALLBROOK

Runway Ident - 36
Runway Lth/Wid - 2160/ 70
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	779
Last 24 Hrs	1
Last 30 Days	5
Last 90 Days	17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT WHILE ON SHORT FINAL TO RWY 36, APPROX 5 TO 6 FT AGL OVR THE RWY, HE NOTICED ANOTHER ACFT APPROACHING FM THE OPPOSITE DIRECTION. HE INITIATED A CLIMBING RIGHT TURN AND COLLIDED WITH A TREE LOCATED ABT 150 FT TO THE RIGHT OF THE RWY CENTERLINE. WITNESSES INDICATED THAT THE WIND FAVORED RWY 18 AND THAT THE PROXIMITY OF THE TWO ACFT WAS NOT A CONTRIBUTING FACTOR TO THE ACCD. THE PLT OF THE OTHER ACFT STATED THAT THE UNICOM OPERATOR ADVISED HIM THAT THE WIND FAVORED THE USE OF RWY 18 AND THAT HE TRANSMITTED HIS POSITION ON THE UNICOM FREQUENCY ON BOTH BASE AND FINAL FOR RWY 18. HE ALSO ADDED THAT HE OBSERVED N7970B SHORTLY AFTER IT HAD LIFTED OFF OF RWY 36 AND THAT IT "APPEARED TO HAVE AN UNUSUALLY HIGH ANGLE OF ATTACK, WENT INTO A RIGHT BANK, AND THEN APPEARED TO STALL..."

Brief of Accident (Continued)

File No. - 1729

12/20/87

FALLBROOK, CA

A/C Reg. No. N7970B

Time (Lcl) - 1500 PST

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

Finding(s)

1. COMMUNICATIONS - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

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

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) 4,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1751	12/21/87	BURBANK, CA	A/C Reg. No. N4026A	Time (Lcl) - 1106 PST
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-----Basic Information-----

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

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

Make/Model - CESSNA 195A	Eng Make/Model - JACOBS R755A2	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 3150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAMARILLO, CA	BURBANK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6074/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1947
SE LAND	Months Since - 23	Last 24 Hrs - 3
GLIDER	Aircraft Type - C-177B	Make/Model- 38
		Last 30 Days- 28
		Instrument- 84
		Last 90 Days- 68

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE HOLDING SHORT OF THE ACTIVE RWY, THE NUMBER ONE ACFT WAS HAVING RADIO PROBLEMS. THE CONTROLLER BEGAN TO CLEAR OTHER ACFT FOR TAKEOFF. TWO ACFT WERE ABLE TO GET AROUND THE NUMBER ONE ACFT AND TAKEOFF. THE THIRD ACFT, CLEARED TO TAXI INTO POSITION, DID NOT SEE THE NUMBER ONE ACFT NOR DID HE REALIZE AN ACFT WAS HOLDING IN FRONT OF HIM. THE NUMBER THREE ACFT COLLIDED WITH THE RIGHT SIDE OF THE NUMBER ONE ACFT.

Brief of Accident (Continued)

File No. - 1751

12/21/87

BURBANK,CA

A/C Reg. No. N4026A

Time (Lc1) - 1106 PST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1751 12/21/87 BURBANK, CA A/C Reg. No. N4309Y Time (Lcl) - 1106 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SANTA MONICA, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BURBANK
Runway Ident - 07
Runway Lth/Wid - 6074/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21

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	- 98	Last 24 Hrs	- UNK/NR
Make/Model-	41	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	19
Multi-Eng	- 1		

Instrument Rating(s) - NONE

-----Narrative-----

WHILE HOLDING SHORT OF THE ACTIVE RWY, THE NUMBER ONE ACFT, N4309Y, WAS HAVING RADIO PROBLEMS. THE TOWER BEGAN TO CLEAR OTHER ACFT FOR TAKEOFF. TWO ACFT WERE ABLE TO GET AROUND THE NUMBER ONE ACFT AND TAKEOFF. THE THIRD ACFT CLEARED TO TAXI INTO POSITION DID NOT SEE THE NUMBER ONE ACFT NOR DID HE REALIZE AN ACFT WAS HOLDING IN FRONT OF HIM, COLLIDED INTO THE RIGHT SIDE OF THE NUMBER ONE ACFT.

Brief of Accident (Continued)

File No. - 1751

12/21/87

BURBANK,CA

A/C Reg. No. N4309Y

Time (Lcl) - 1106 PST

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

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. COMM/NAV EQUIPMENT, RECEIVER - ERRATIC
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1792 12/24/87 CHOWCHILLA, CA A/C Reg. No. N8221M Time (Lcl) - 0005 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	-LANDING			0	0	0	1	

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

Make/Model	- CESSNA 210K	Eng Make/Model	- CONTINENTAL IO-520-L	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LIVERMORE, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	FRESNO, CA	CHOWCHILLA
Wind Dir/Speed - 280/003 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3250/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision - FOG	FULL STOP	SOFT
Precipitation - NONE	FORCED LANDING	
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1800
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A CROSS COUNTRY FLT, THE PLT HAD DIVERTED TO ANOTHER ARPT FOR FUEL. THE PLT WAS UNABLE TO ACTIVATE THE RWY LIGHTS AND A FORCED LANDING WAS MADE THAT WAS PERPENDICULAR TO THE RWY. UPON INSPECTION OF THE ACFT, AN INCORRECT FREQUENCY WAS NOTED ON THE RADIO. THE DAY AFTER THE ACCIDENT, THE CORRECT FREQUENCY WAS USED AND THE RWY LIGHTS DID ACTIVATE. THERE WAS NO FUEL NOTED IN THE FUEL TANKS OR FUEL LINES. THE PLT HAD STATED THAT HE HAD CONSUMED SOME ALCOHOL DURING DINNER, HOWEVER, A BLOOD TEST WAS CONDUCTED WHICH WAS REPORTED AS NEGATIVE. THE PLT HAD ALSO TAKEN THE ACFT WHICH THE OPERATOR REPORTED AS AN UNAUTHORIZED FLT. THE PLT DID NOT FILE AN ACC REPORT AND HIS FLT TIME WAS NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 1792

12/24/87

CHOWCHILLA, CA

A/C Reg. No. N8221M

Time (Lcl) - 0005 PST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. REFUELING - NOT PERFORMED - PILOT IN COMMAND
4. FLUID, FUEL - EXHAUSTION

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

Occurrence #3 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - NOT OPERATING
7. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
8. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
9. TERRAIN CONDITION - SOFT
10. STOLEN AIRCRAFT/UNAUTHORIZED USE - 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

Factor(s) relating to this accident is/are finding(s) 5,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1795 12/29/87 BANNING, CA A/C Reg. No. N12943 Time (Lcl) - 1400 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 180/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PALM SPRINGS, CA
Destination
UPLAND, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BANNING
Runway Ident - 26
Runway Lth/Wid - 5200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 137	Last 24 Hrs	- 2
Make/Model-	40	Last 30 Days-	6
Instrument-	0	Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PLEASURE FLIGHT WHILE ON FINAL APPROACH, APRX 10 FT ABOVE THE RWY, THE ACFT SUDDENLY DROPPED AND BOUNCED ON THE RWY. AFTER A NEARBY RAIN STORM PASSED OVER THE AREA, THE ACFT WAS FLOWN TO THE HOME BASE. SEVERAL DAYS LATER, THE OPERATOR DISCOVERED SUBSTANTIAL DAMAGE TO THE STRUCTURE.

Brief of Accident (Continued)

File No. - 1795

12/29/87

BANNING,CA

A/C Reg. No. N12943

Time (Lcl) - 1400 PST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. LEVEL OFF - MISJUDGED - PILOT IN COMMAND
3. 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) 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. - 1664 8/16/87 ENGLEWOOD, CO A/C Reg. No. N64038 Time (Lcl) - 0830 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
DESTROYED
Fire NONE

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

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

Make/Model - FAIRCHILD PT-23
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2670
No. of Seats - 2

Eng Make/Model - CONTINENTAL R-670-16
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 220 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- 190/005 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
SAME AS ACC/INC
Destination
CHEYENNE, WY

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CENTENNIAL
Runway Ident - 10
Runway Lth/Wid - 4903/ 62
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - PT-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 258
Make/Model- 48
Instrument- 4
Multi-Eng - 1
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 17

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & PAX WERE FLYING TO CHEYENNE, WY TO PUT N64038 ON STATIC DISPLAY. THE PLT STATED THE ENG LOST PWR DRG CLIMB-OUT AT APRX 300' AGL. HE WAS UNABLE TO RESTORE PWR & MANEUVERED FOR AN OFF ARPT LANDING. A WITNESS STATED THAT AFTER TAKEOFF, N64038 LVL'D OFF AT APRX 200' & DID NOT APPEAR TO ACCELERATE. HE STATED THE ACFT BEGAN TO SETTLE TO THE GND APRX 1.5 MI FROM THE ARPT. DRG HIS OBSERVATION, HE SAW THE ACFT IN A SHALLOW TURN FOR ABOUT 90 DEG, THEN SAW THE RGT WING MAKE AN ABRUPT DIP. SUBSEQUENTLY, THE ACFT STRUCK THE BANK OF A ROAD CUT IN A RGT WING LOW, NOSE HI ATTITUDE & WAS EXTENSIVELY DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. THE DENSITY ALT WAS CALCULATED TO BE 7767'.

Brief of Accident (Continued)

File No. - 1664

8/16/87

ENGLEWOOD, CO

A/C Reg. No. N64038

Time (Lcl) - 0830 MDT

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

Finding(s)

1. UNDETERMINED

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

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. MANEUVER - ATTEMPTED -
4. STALL/MUSH
5. TERRAIN CONDITION - DIRT BANK

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

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

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. - 1784 10/24/87 GREELEY, CO A/C Reg. No. N6551X Time (Lcl) - 1155 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage					
		SUBSTANTIAL					
Type of Operation	- INSTRUCTIONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under	- 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During	- TAXI			0	0	0	2
				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- CALM</p> <p>Visibility - 30.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>DENVER, CO</p> <p>Destination</p> <p>GREELEY, CO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GREELEY-WELD COUNTY</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 7035/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 71</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 2</p> <p>Aircraft Type - PA-23</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 11501</p> <p>Make/Model - 328</p> <p>Instrument - 527</p> <p>Multi-Eng - 3480</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days - UNK/NR</p> <p>Last 90 Days - 93</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS INSTRUCTING THE PRIVATE RATED PLT IN SIMULATED FORCED LANDINGS. THE PLT REPORTED THAT AFTER A FULL STOP LANDING, THE AIRCRAFT WOULD NOT TURN PROPERLY TO THE RIGHT, AND SHE SUSPECTED BRAKE SYSTEM FAILURE. THE CFI TOOK CONTROL AND ATTEMPTED TO TAXI TO THE RAMP. THE CFI REPORTED THAT THE AIRCRAFT WENT OFF THE TAXIWAY AND DROPPED OFF AN INCLINE. THE PROPELLER STRUCK THE TERRAIN AND THE MAIN GEAR ALSO DROPPED OFF THE INCLINE. THE PLANE CAME TO AN ABRUPT STOP. A POST ACCIDENT INSPECTION REVEALED DAMAGE TYPICAL OF HARD LANDING DAMAGE. THE INSPECTION DID NOT REVEAL EVIDENCE OF PRE-ACCIDENT BRAKE SYSTEM DAMAGE OR FAILURE.

Brief of Accident (Continued)

File No. - 1784

10/24/87

GREELEY, CO

A/C Reg. No. N6551X

Time (Lcl) - 1155 MDT

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

Finding(s)

1. FLARE - MISJUDGED - DUAL STUDENT
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -
4. PROPER ASSISTANCE - NOT PERFORMED - PILOT IN COMMAND(CFI)

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1730

6/04/87

OXFORD,CT

A/C Reg. No. N6058U

Time (Lcl) - 2130 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - BEECH 58TC
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5400
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-WB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - 2.000 SM
Lowest Sky/Clouds - 500 FT SCATTERED
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
DETROIT,MI
Destination
OXFORD,CT

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

WATERBURY/OXFORD
Runway Ident - 36
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP
SE LAND,ME LAND

Age - 40

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 10356
Make/Model- 477
Instrument- 2114
Multi-Eng - 9193

Last 24 Hrs - 7
Last 30 Days- UNK/NR
Last 90 Days- 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT WAS MAKING AN ILS APPROACH TO RUNWAY 36 IN IMC. THE AIRCRAFT TOUCHED DOWN ABOUT 2,000 FEET DOWN THE 5,000 FOOT RUNWAY AND TO THE LEFT OF THE RUNWAY CENTERLINE. THE AIRCRAFT HYDROPLANED ON STANDING WATER ON THE RUNWAY AND SKIDDED OFF THE END COMING TO REST IN A ROCK PILE 100 YARDS BEYOND THE RUNWAY END. THE PLT STATED THAT HE MADE THE DECISION NOT TO PERFORM A GO-AROUND.

Brief of Accident (Continued)

File No. - 1730

6/04/87

OXFORD,CT

A/C Reg. No. N6058U

Time (Lc1) - 2130 EDT

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

Finding(s)

1. WEATHER CONDITION - RAIN
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

Occurrence #2 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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. - 1616 8/26/87 VERO BEACH, FL A/C Reg. No. N2316D Time (Lcl) - 1535 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

DESTROYED

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
1
0

Minor
0
0

None
0
0

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 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- 040/012 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BROOKSVILLE, FL

Destination
VERO BEACH, FL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

VERO BEACH
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)
STUDENT

Age - 18

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	-	49	Last 24 Hrs -	5
Make/Model-	49		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	49

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON AN APRX 380 MI SOLO X-COUNTRY FLT FM VERO BEACH (VRB) TO NAPLES (APF), BROOKSVILLE (BKV) & BACK TO VRB. HE THOUGHT HE HAD PLENTY OF FUEL FOR THE FLT & ELECTED TO DEP W/O TAKING A CREDIT CARD (FOR FUEL). WHEN HE LNDD AT APF & BKV, HE DID NOT REFUEL. ON THE LAST LEG OF THE FLT (ALONG A SOUTHEASTERLY ROUTE) FM BKV TO VRB, THE STUDENT CTCD THE VRB FSS & RPRTD HE WAS UNSURE OF HIS PSN & REQD A DF STEER. HE WAS GIVEN A 060 DEG HDG TO THE DESTN ARPT. HE VISUALLY ACQUIRED THE ARPT ENVIRONMENT, BUT BFR ARRIVING, THE ACFT RAN OUT OF FUEL. THE STUDENT TRIED TO GLIDE TO A RWY, BUT WAS UNABLE. HE SELECTED AN OPEN FIELD FOR AN EMERG LNDG. WHILE MNVRG TO LND, HE MOMENTARILY LOST CTL OF THE ACFT AS HE WAS TURNING TO AVOID A 125' TOWER. HE REGAINED CTL AFTER THE ACFT ENTERED A DIVE, BUT WAS TOO LATE TO AVOID IMPACTING THE GND. THE STUDENT HAD CALCULATED THE TOTAL DISTANCE OF THE FLT AS 280 (INSTEAD OF 380) MI. NEITHER HE NOR HIS CFI NOTICED THE ERROR. SVRL OTHER ARPTS WERE LOCATED ALONG THE LAST LEG OF THE FLT.

Brief of Accident (Continued)

File No. - 1616

8/26/87

VERO BEACH, FL

A/C Reg. No. N2316D

Time (Lcl) - 1535 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FUEL CONSUMPTION CALCULATIONS - IMPROPER - PILOT IN COMMAND
3. SUPERVISION - INADEQUATE - FLIGHT INSTRUCTOR(ON GROUND)
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION
6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

7. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
8. MANEUVER - PERFORMED -
9. AIRSPEED - INADEQUATE - PILOT IN COMMAND
10. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,9,10

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident.

File No. - 1615 9/02/87 CORAL SPRINGS, FL A/C Reg. No. N421DT Time (Lcl) - 1615 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	1	0	0	0
Pass	0	0	0	0

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

Make/Model - CESSNA 421
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 8

Eng Make/Model - CONTINENTAL GTS10-520-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. LAUDERDALE, FL
Destination
NEW PORT RICHEY, FL

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, ME LAND

Age - 57

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 2000	Last 24 Hrs	- UNK/NR
Make/Model	- UNK/NR	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 300	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT HAD BEEN ABANDONED IN THE BAHAMAS FOR APRX 7 MONTHS. A PLT, WITH NO KNOWN FLT TIME IN A CESSNA 421, FLEW IT TO FT LAUDERDALE. EXCEPT TO AVOID CLDS, HE MADE THE FLT AT A LOW ALT & AIRSPEED. WHEN ASKED WHY, HE SAID HE WAS TRYING TO SAVE THE ENGS. THE PLT THEN DEPD TWD AN AREA OF DARK CLDS & TSTMS. WHEN HE DID NOT ARRIVE AT THE DESTN, A SEARCH WAS INITIATED. THE ACFT WAS FND 4 DAYS LATER WHERE IT CRASHED IN A STEEP NOSE DOWN ATTITUDE. RADAR DATA SHOWED THE ACFT MADE SVRL HDG CHGS & WAS RTRNG TO THE DEP ARPT BEFORE IT CRASHED. THE FWD PART OF THE ACFT WAS BURIED IN A SWAMP, BUT THE AFT EDGES OF THE WINGS, FUSELAGE & EMPENNAGE WERE VISIBLE ABOVE WATER. THE PROPS HAD ROTATIONAL DMG; NO PREIMPACT MECH FAILURE OR MALFUNCTION WAS EVIDENT. AN EXAM OF THE RGT ENG REVEALED ITS #2 PUSH RODS & ROCKER ARMS/SHAFTS/RETAINERS HAD BEEN REMOVED BEFORE FLT. ALSO, A #2 SPARK PLUG WAS STOWED WITH ITS IGNITION LEAD ATTACHED. THE ACFT OWNER WAS NOT FND. THE PLT'S MED CERT WAS DATED 5/28/85.

Brief of Accident (Continued)

File No. - 1615

9/02/87

CORAL SPRINGS, FL

A/C Reg. No. N421DT

Time (Lc1) - 1615 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
4. WEATHER CONDITION - THUNDERSTORM
5. WEATHER CONDITION - CLOUDS
6. WEATHER CONDITION - UNFAVORABLE WIND
7. FLIGHT TO ALTERNATE DESTINATION - INITIATED -

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

Finding(s)

8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND
10. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
11. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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

Finding(s)

12. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,8,9

Factor(s) relating to this accident is/are finding(s) 1,2,4,5,6,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1663 9/04/87 NEW PORT RICHEY, FL A/C Reg. No. N73DB Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47G
Landing Gear - SKID
Max Gross Wt - 2450
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST PETERSBURG, FL
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

WEST PASCO
Runway Ident - 26
Runway Lth/Wid - 5000/ 48
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

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

Age - 36
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - 47D1

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 230
Make/Model- 122
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 58
Rotorcraft - 122

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS PRACTICING AN AUTOROTATIVE LNDG FOR A PLANNED CFI CHECKRIDE. DRG THE LNDG, THE HELICOPTER TOUCHED DOWN ON THE AFT PORTION OF THE SKIDS, THEN PITCHED FORWARD. AS IT PITCHED FORWARD, THE PLT APPLIED FULL AFT CYCLIC & THE MAIN ROTOR BLADES CONTACTED THE TAIL BOOM & SEVERED IT.

Brief of Accident (Continued)

File No. - 1663

9/04/87

NEW PORT RICHEY, FL

A/C Reg. No. N73DB

Time (Lcl) - 1500 EDT

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

Finding(s)

1. AUTOROTATION - PERFORMED -
2. FLARE - IMPROPER - PILOT IN COMMAND
3. CYCLIC - IMPROPER USE OF - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1662 9/07/87 Ocala, FL A/C Reg. No. N5581U Time (Lcl) - 1125 EDT

-----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	-LANDING					

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

Make/Model	- PIPER PA-28	Eng Make/Model	- LYCOMING O-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	GREYSTONE
Wind Dir/Speed	- 290/008 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 09
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Clearance	- 3600
Lowest Ceiling	- NONE	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 156
SE LAND	Months Since - 12	Make/Model	- 7
	Aircraft Type - C-152	Instrument	- 10
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG BEGAN TO LOSE PWR & THE PLT WAS UNABLE TO MAINT ALT OR RETURN TO THE ARPT. HE ELECTED TO LAND ON A ROAD, BUT THERE WAS ONCOMING TRAFFIC, SO HE MANEUVERED TO THE LEFT SIDE. SUBSEQUENTLY, THE LEFT WING COLLIDED WITH A UTILITY POLE. ACCORDING TO A WITNESS, THE ACFT WAS SLOW TO CLIMB AFTER TAKEOFF, ALTHOUGH NO UNUSUAL ENG SOUNDS WERE NOTED. AFTER THE ACDNT, AN OPNL CHECK OF THE ENG WAS MADE, BUT WAS LIMITED TO 1650 RPM DUE TO ACDNT DAMAGE. THE SOLE DISCREPANCY NOTED DRG THE ENG RUN WAS A LOOSE GASCOLATOR; HOWEVER, THE INVESTIGATION DID NOT VERIFY WHETHER THE GASCOLATOR HAD LOOSENEED BEFORE OR DRG IMPACT.

Brief of Accident (Continued)

File No. - 1662

9/07/87

Ocala, FL

A/C Reg. No. N5581U

Time (Lcl) - 1125 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 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - VEHICLE
3. OBJECT - UTILITY POLE

----Probable Cause----

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

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. - 1666 9/11/87 MORRISTON, FL A/C Reg. No. N714BN Time (Lcl) - 0920 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 150M	Eng Make/Model	- CONTINENTAL D-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	ON AIRSTRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	CROSSWIND FARM
Wind Dir/Speed	- CALM	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 10000 FT	Type of Clearance	- 3900/ 65
Lowest Ceiling	- 10000 FT BROKEN	Type Apch/Lndg	- GRASS/TURF
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT.
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total	- 70
	Months Since - N/A	Make/Model	- 44
	Aircraft Type - N/A	Instrument	- 1
		Last 24 Hrs	- 2
		Last 30 Days	- UNK/NR
		Last 90 Days	- 9

Instrument Rating(s) - NONE

-----Narrative-----

DRG A LNDG ON THE STUDENT PLT'S 3RD SOLO FLT, THE ACFT BALLOONED AFTER IT TOUCHED DOWN. THE STUDENT STATED THAT SHE FAILED TO ADD POWER & THE STALL WARNING HORN SOUNDED. THE ACFT THEN TOUCHED DOWN HARD & THE NOSE GEAR FAILED.

Brief of Accident (Continued)

File No. - 1666

9/11/87

MORRISTON, FL

A/C Reg. No. N714BN

Time (Lcl) - 0920 EDT

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 - PILOT IN COMMAND
-

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

Finding(s)

4. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1624 9/16/87 MACCLENNY, FL A/C Reg. No. N201UX Time (Lcl) - 1540 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Make/Model - MOONEY M20J	Eng Make/Model - LYCOMING IO-360-A3B6D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 150/002 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKSONVILLE, FL
Destination
TALLAHASSEE, FL

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

THRIFTS
Runway Ident - 09
Runway Lth/Wid - 1800/ 95
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

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

Total	- 2802	Last 24 Hrs	- 7
Make/Model	- 169	Last 30 Days	- UNK/NR
Instrument	- 217	Last 90 Days	- 176
Multi-Eng	- 212		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE EN ROUTE AT 8000', THE ENG LOST POWER & THE PLT OBTAINED VECTORS FOR AN EMERG LANDING AT AN ARPT WITH A GRASS STRIP. DRG THE ROLL-OUT, THE LEFT WING TIP HIT A HAY WAGON NEAR THE END OF THE RWY, THEN THE ACFT VEERED & STRUCK A HANGAR. AN EXAM OF THE THROTTLE LINKAGE REVEALED THAT A SWIVEL JOINT HAD BROKEN OFF OF THE THROTTLE ARM ATTACHING BOLT, WHICH ALLOWED THE FUEL INJECTOR TO VIBRATE TO IDLE. THE FAILURE OCCURRED WHERE THE SHANK AREA OF THE ATTACHING BOLT HAD BEEN RUBBING AGAINST THE ATTACHED THROTTLE CABLE FITTING & HAD BECOME WORN.

Brief of Accident (Continued)

File No. - 1624

9/16/87

MACCLENNY, FL

A/C Reg. No. N201UX

Time (Lcl) - 1540 EDT

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

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - WORN
 2. THROTTLE/POWER LEVER, LINKAGE - FAILURE, TOTAL
 3. THROTTLE/POWER LEVER, LINKAGE - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - VEHICLE
 5. OBJECT - BUILDING(NONRESIDENTIAL)
-

----Probable Cause----

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

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. - 1625 9/18/87 PLANT CITY, FL A/C Reg. No. N67896 Time (Lcl) - 1636 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	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	OFF AIRPORT/STRIP
Method - N/A	KISSIMMEE, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ST. PETERSBURG, FL	Runway Ident - N/A
Wind Dir/Speed- 260/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Surface - N/A
Lowest Sky/Clouds - 5500 FT SCATTERED	Type of Clearance - VFR	Runway Status - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 32
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED THE ACFT WAS CRUISING AT 3000 FT, WHEN THE ENG LOST PWR. SHE SELECTED A FLD & MADE AN EMERG LNDG. DRG THE LNDG ROLL, THE ACFT WENT THRU A BARBED WIRE FENCE, HIT A DITCH, NOSED OVER & CAME TO REST INVERTED. THE ACFT HAD FLOWN A TOTAL OF 5.2 HRS SINCE IT HAD BEEN REFUELED. THE NORMAL FLT TIME OF A CESSNA 152 WITH LONG RANGE FUEL TANKS WAS APRX 5.5 HOURS. THE STUDENT HAD PLANNED FOR A FUEL CONSUMPTION OF 4.8 GPH; ACTUAL CONSUMPTION WAS APRX 7 GPH. A POST CRASH EXAM OF THE ACFT REVEALED SOME FUEL HAD LEAKED FM THE LOWER CORNER OF THE RGT FUEL TANK & AT THE FUEL QUANTITY SENDING UNIT IN THE TOP OF THE TANK, BUT THE AMOUNT OF LEAKAGE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1625

9/18/87

PLANT CITY, FL

A/C Reg. No. N67896

Time (Lc1) - 1636 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. OBJECT - FENCE

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

Finding(s)

4. TERRAIN CONDITION - DITCH

Occurrence #5 NOSE OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1682 9/21/87 BRISTOL, FL A/C Reg. No. N6647Q Time (Lcl) - 1135 EDT

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

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

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

Make/Model	- GRUMMAN G-164B	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	- NO	
Max Gross Wt	- 6075	Engine Type	- RECIPROCATING-CARBURETOR			
No. of Seats	- 1	Rated Power	- 450 HP			

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	ALTHA, FL	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 010/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1500 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 48	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6099	Last 24 Hrs - 6
SE LAND	Months Since - 13	Make/Model - 3200	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 140
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG BEGAN LOSING POWER AS THE PLT WAS EN ROUTE TO SPRAY A FIELD. HE WAS UNABLE TO MAINTAIN ALTITUDE, DUMPED THE LOAD OF CHEMICALS & PREPARED FOR AN EMERG LANDING. WHILE HE WAS ATTEMPTING TO REACH AN OPEN FIELD, THE ACFT COLLIDED WITH 100 FOOT TREES, THEN CRASHED IN THE FIELD. NO REASON WAS FOUND FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1682

9/21/87

BRISTOL, FL

A/C Reg. No. N6647Q

Time (Lcl) - 1135 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. 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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1704

9/22/87

TAVERNIER, FL

A/C Reg. No. N8741Q

Time (Lc1) - 0943 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

1

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

Make/Model - CESSNA TU206F

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3600

No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-540C

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 285 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/003 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MARATHON, FL

Destination

GEORGETOWN, BAHM

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, ME LAND

Age - 28

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 - 540

Make/Model- 125

Instrument- 8

Multi-Eng - 90

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT DITCHED IN THE ATLANTIC ABOUT 40 MI E OF TAVERNIER, FL DURING AN EXTENDED OVERWATER FLT TO GEORGETOWN, BAHAMAS. THE ACFT SANK AFTER THE ACCIDENT & THE PLT & HIS PAX WERE RESCUED BY THE USCG UNHARMED. THE FIXED BASE OPERATOR WHERE THE ACFT DEPARTED, SAID THE PLT HAD ADVISED THAT THE ENG DRIVEN FUEL PUMP WAS INOP & HE WAS DEPENDING ON THE ELECT FUEL PUMP TO SUPPLY FUEL TO THE ENG. THE PURPOSE OF THE FLT IS UNKNOWN. THE FLT PLAN WAS CANCELLED SHORTLY AFTER DEPARTURE. THE PLT STATED THAT ABOUT 35 MINS INTO THE FLT, FUEL PRESS DROPPED, & THE ENG SPUTTERED & LOST POWER. THE FIXED BASE OPER STATED THAT ACFT FUEL TANKS HAD BEEN TOPPED PRIOR TO DEPARTURE.

Brief of Accident (Continued)

File No. - 1704

9/22/87

TAVERNIER, FL

A/C Reg. No. N8741Q

Time (Lcl) - 0943 EDT

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

Finding(s)

1. FUEL SYSTEM, ELECTRIC BOOST PUMP - FAILURE, TOTAL
 2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
 3. JUDGEMENT - POOR - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1683 9/23/87 BELLE GLADE, FL A/C Reg. No. N704HB Time (Lcl) - 1500 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious Minor
0 0
0 0

None
1
0

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/017 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2800 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PAHOKEE, FL
Destination
FT LAUDERDALE, FL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 44
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 - 45 Last 24 Hrs - 4
Make/Model- 45 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT STATED HE WAS EN ROUTE ALONG THE HILLSBOROUGH CANAL WHEN HE ENCTRD A RAIN SHOWER & RETARDED THE POWER TO 2000 RPM TO DSCND. HE STATED THAT CARB ICE FORMED & THE ENG LOST POWER. HE MADE A FORCED LANDING ON A DIKE. HOWEVER, AS THE ACFT WAS ROLLING OUT, IT ENCTRD A X-WIND & SLID OFF THE SIDE OF THE DIKE & WAS DAMAGED. ACCORDING TO PERFORMANCE CHARTS, THE TEMP & DEW POINT (85 & 75 DEG, RESPECTIVELY) WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 1683

9/23/87

BELLE GLADE, FL

A/C Reg. No. N704HB

Time (Lcl) - 1500 EDT

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

Finding(s)

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

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

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

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

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. - 1705 9/23/87 GENEVA, FL A/C Reg. No. N4010R Time (Lcl) - 0633 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire
NONE

Crew
Pass

Fatal
1
1

Injuries

Serious Minor
0 0
0 0

None
0
0

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-K1A5
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

Itinerary

Last Departure Point
COCOA, FL
Destination
BIRMINGHAM, AL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 040/008 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAWN

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 64

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500
Make/Model- 13
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- 13
Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

FLT EXPERIENCED ENGINE FAILURE WHEN THE NUMBER SIX CONNECTING ROD SEPARATED FROM THE CRANKSHAFT AFTER FAILURE OF THE CONNECTING ROD BEARING. DURING AN ATTEMPTED FORCED LANDING DURING DARKNESS THE ACFT COLLIDED WITH TREES AND THEN CRASHED TO THE GROUND. EXAMINATION REVEALED THE NUMBER SIX CONNECTING ROD BEARING TIN OVERLAY PEELED AWAY FROM THE ALUMINUM BEARING FOR UNDETERMINED REASONS. THE ALUMINUM BEARING WAS THEN DAMAGED AND SEPARATED FROM THE ROD. THE CONNECTING ROD THEN OVERHEATED AND SEPARATED FROM THE CRANKSHAFT WHEN THE ROD BOLTS FAILED.

Brief of Accident (Continued)

File No. - 1705

9/23/87

GENEVA, FL

A/C Reg. No. N4010R

Time (Lc1) - 0633 EDT

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, CONNECTING ROD BOLT - OVERTEMPERATURE
 3. ENGINE ASSEMBLY, CONNECTING ROD - SEPARATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)
 5. LIGHT CONDITION - DAWN
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1718 9/24/87 OPA LOCKA, FL A/C Reg. No. N61BT Time (Lcl) - 1832 EDT

-----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	0

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

Make/Model - AERO COMMANDER 560-F	Eng Make/Model - LYCOMING IG0-540-B1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 7500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 7	Rated Power - 350 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - TV WX	Last Departure Point SAME AS ACC/INC	
Method - ACFT RADIO	Destination LOCAL	Airport Data
Completeness - WEATHER NOT PERTINENT		OPA LOCKA
Basic Weather - VMC	ATC/Airspace	Runway Ident - 09L
Wind Dir/Speed- 360/004 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 8000/ 150
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 2000 FT SCATTERED	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE	TOUCH AND GO	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 32	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 1910
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 41
	Aircraft Type - UNK/NR	Instrument- 95
		Multi-Eng - 866
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD JUST COMPLETED HIS THIRD TOUCH & GO LDG WHEN THE GEAR COLLAPSED WHILE THE ACFT WAS ON THE RWY. A PLT/MECHANIC WHO ASSISTED IN REMOVING THE ACFT FROM THE RWY STATED THAT JUST AFTER THE ACCIDENT, HE PEERED INTO THE COCKPIT & OBSERVED THE LDG GEAR HANDLE SAFETY LOCK WAS NOT IN PLACE. HE STATED THE PLT WAS KNOWN TO CONDUCT TOUCH & GO LDGS WITHOUT THE LOCK IN PLACE. AFTER THE ACCIDENT, THE LDG GEAR WAS EXAMINED & NO EVIDENCE OF MALFUNCTION OR FAILURE WAS NOTED.

Brief of Accident (Continued)

File No. - 1718

9/24/87

OPA LOCKA, FL

A/C Reg. No. N61BT

Time (Lcl) - 1832 EDT

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LEVER - NOT SECURED
2. GEAR DOWN AND LOCKED - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1709 10/22/87 FT. MYERS, FL

A/C Reg. No. CFZJY

Time (Lcl) - 0928 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 7

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 030/015 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 20000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FT. MYERS, FL
Destination
SARASOTA, FL

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - 05
Runway Lth/Wid - 6401/ 150
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, FOREIGN
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	- 245	Last 24 Hrs	- 1
Make/Model-	161	Last 30 Days-	UNK/NR
Instrument-	7	Last 90 Days-	59

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS THE ACFT WAS TAXIING SLOWLY BUT AT A HIGHER THAN NORMAL RPM. WHEN THE ACFT WAS STOPPED IN THE RUNUP AREA, THE RIGHT MAIN LANDING GEAR CAUGHT ON FIRE BURNING THE BOTTOMS OF BOTH WINGS. EXAMINATION OF THE BRAKES REVEALED THAT THE LININGS WERE COMPLETELY WORN OUT & THE DISCS WERE BADLY SCARRED.

Brief of Accident (Continued)

File No. - 1709

10/22/87

FT. MYERS, FL

A/C Reg. No. CFZJY

Time (Lc1) - 0928 EDT

Occurrence #1

FIRE

Phase of Operation

TAXI - TO TAKEOFF

Finding(s)

1. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1710 10/28/87 BOCA RATON, FL A/C Reg. No. N41GK Time (Lcl) - 1745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PARRISH DRAGONFLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LIMBACH L2000601
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - UNK/NR

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- 360/012 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BOCA RATON PUBLIC
Runway Ident - 05
Runway Lth/Wid - 5200/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 46
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 600
Make/Model- 54
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 25

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON SHORT FINAL APPROACH THE FLIGHT ENCOUNTERED A WIND GUST WHICH CAUSED THE LEFT CANARD TO DROP. THE LANDING GEAR ON THE LEFT CANARD THEN STRUCK THE RAISED LIP OF THE RUNWAY CAUSING SUBSTANTIAL DAMAGE. THE AIRCRAFT CAME TO REST ON THE RUNWAY.

Brief of Accident (Continued)

File No. - 1710

10/28/87

BOCA RATON, FL

A/C Reg. No. N41GK

Time (Lcl) - 1745 EST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 4. TERRAIN CONDITION - RUNWAY
-

----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. - 1711 10/29/87 VERO BEACH, FL A/C Reg. No. N413HM Time (Lcl) - 1016 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/013 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 30000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STUART, FL
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

VERO BEACH MUNIC.
Runway Ident - 29L
Runway Lth/Wid - 6271/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

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

Medical Certificate - EXPIRED
Flight Time (Hours)
Total - 2000
Make/Model- 310
Instrument- 521
Multi-Eng - 750

Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT WHILE TURNING FINAL APPROACH HE BELIEVES HE PLACED THE LANDING GEAR HANDLE IN THE DOWN POSITION AND OBSERVED RED GEAR INTRANSIT LIGHTS. HE WAS OCCUPIED BY A STRONG WIND FOR THE LANDING AND NEVER CHECKED FOR A GEAR DOWN AND SAFE INDICATION. THE ACFT WAS LANDED GEAR UP. POST ACCIDENT OPERATION OF THE LANDING GEAR SYSTEM REVEALED NO EVIDENCE TO INDICATE PRECRASH MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1711

10/29/87

VERO BEACH, FL

A/C Reg. No. N413HM

Time (Lc1) - 1016 EST

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

Finding(s)

1. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
2. DIVERTED ATTENTION - PILOT IN COMMAND
3. CHECKLIST - NOT USED - 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. - 1712 11/10/87 MIAMI, FL A/C Reg. No. N5086Y Time (Lcl) - 1050 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-A105
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OPA LOCKA
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

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

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

Age - 28
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1311 Last 24 Hrs - 5
Make/Model- 478 Last 30 Days- UNK/NR
Instrument- 145 Last 90 Days- 385
Multi-Eng - 478

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT SHORTLY AFTER STARTING THE LEFT ENGINE HE HEARD AN EXPLOSION AND SAW FLAME SPREADING FROM THE ACCESSORY AREA OF THE LEFT ENGINE TOWARD THE LEFT WING TIP AND THE CABIN. HE SHUT DOWN THE ENGINE BY TURNING OFF THE MAGNETOS AND HE AND HIS PASSENGER EXITED THE AIRCRAFT. THE LEFT WING AND CABIN THEN BECAME COMPLETELY ENGULFED IN FLAME. EXAMINATION OF THE AIRCRAFT AFTER THE ACCIDENT REVEALED EXTENSIVE FIRE DAMAGE IN THE ACCESSORY AREA OF THE LEFT ENGINE AND THE FUEL AND HYDRAULIC LINES IN THIS AREA TO HAVE BEEN BURNED TO ALMOST DESTRUCTION. ADDITIONALLY THE FUEL CAPS IN BOTH WINGS WERE FOUND TO HAVE BEEN WRAPPED WITH RAGS WHICH THE PLT STATED WAS TO PREVENT THEM FROM LEAKING. THE PLT STATED THE LOGBOOKS WERE IN THE AIRCRAFT AND BURNED AND THAT HE COULD NOT REMEMBER WHO DID THE LAST INSPECTION.

Brief of Accident (Continued)

File No. - 1712

11/10/87

MIAMI, FL

A/C Reg. No. N5086Y

Time (Lcl) - 1050 EST

Occurrence #1

FIRE/EXPLOSION

Phase of Operation

STANDING - ENGINE(S) OPERATING

Finding(s)

1. UNDETERMINED

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1668 7/15/87 ELBERTON,GA A/C Reg. No. N5502F Time (Lcl) - 1730 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - PIPER PA-28
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 - UNK/NR
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/007 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
AUGUSTA,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ELBERT COUNTY-PATZ FLD
Runway Ident - 10
Runway Lth/Wid - 3400/ 75
Runway Surface - ASPHALT
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 - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 100
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 PLT NOTED A PROGRESSIVE LOSS OF PWR THAT BEGAN DRG THE CLIMB TO CRUISE. HE DIVERTED BACK TOWARD THE DEP ARPT & ATMTD TO RESTORE PWR BY ACTIVATING THE BOOST PUMP, MOVING THE MIXTURE TO FULL RICH, SWITCHING FUEL TANKS & APPLYING CARB HEAT. HOWEVER, THE ENG CONTD TO LOSE PWR. AS HE MANEUVERED THE ACFT ONTO A SHORT FINAL APCH, THE ENG LOST ALL PWR & THE ACFT CRASH LNDD SHORT OF THE RWY IN A SWAMP. A POST-CRASH EXAM OF THE ENG REVEALED NO EVIDENCE OF MECHANICAL FAILURE. SVRL OUNCES OF WATER & SEDIMENT WERE FND IN THE CARB BOWL; HOWEVER, DRG THE CRASH &/OR RECOVERY OF THE ACFT, THE FUEL LINES BROKE & THE ENG BECAME NEARLY COMPLETELY SUBMERGED IN WATER. SVRL SPARK PLUGS WERE SLIGHTLY FOULED WITH BLACK, SOOTY CARBON DEPOSITS. THE ACFT WAS STC'D TO OPER ON AUTO-FUEL & WAS SVCD WITH 89 OCTANE REGULAR FUEL. THE CARB WAS EQUIPPED WITH A COMPOSITE FLOAT, WHICH HAD EVIDENCE OF MINOR DETERIORATION; HOWEVER, DRG A FLOW CHECK, THE CARB FUNCTIONED PROPERLY.

Brief of Accident (Continued)

File No. - 1668

7/15/87

ELBERTON,GA

A/C Reg. No. N5502F

Time (Lc1) - 1730 EDT

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

Finding(s)

1. UNDETERMINED

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

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

Finding(s)

2. TERRAIN CONDITION - WATER
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. - 1608 8/06/87 HOPEFUL,GA A/C Reg. No. N1023K Time (Lcl) - 1800 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

-----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
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 180/008 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 900 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

UNK/NR

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

PVT AG STRIP

Runway Ident - 36

Runway Lth/Wid - 1300 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE,COMMERCIAL

SE LAND

HELICOPTER

Age - 33

Biennial Flight Review

Current - YES

Months Since - 24

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 374

Make/Model- 15

Instrument- 6

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 40

Rotorcraft - 63

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS LNDG ON A UNIDIRECTIONAL AG STRIP WITH A TAIL WIND & A THUNDERSTORM (TSTM) NEARBY. HE RPRTD THAT DRG THE ROLL-OUT, A GUST OF WIND FROM THE TSTM PICKED UP THE TAIL OF THE ACFT & FLIPPED THE PLANE OVER ON ITS TOP. HE ESTIMATED THE WIND WAS FROM THE SOUTH AT 8 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1608

8/06/87

HOPEFUL,GA

A/C Reg. No. N1023K

Time (Lcl) - 1800 EDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLIGHT TO ALTERNATE DESTINATION - NOT PERFORMED - PILOT IN COMMAND
3. WEATHER CONDITION - THUNDERSTORM,OUTFLOW
4. WEATHER CONDITION - TAILWIND
5. WEATHER CONDITION - GUSTS
6. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1641 8/24/87 MARIETTA, GA A/C Reg. No. N64191 Time (Lcl) - 1400 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
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

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

Make/Model	- CESSNA 172M	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	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - FULL</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 280/002 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>CEDARTOWN, GA</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>NAS ATLANTA</p> <p>Runway Ident - 11</p> <p>Runway Lth/Wid - 10000/ 300</p> <p>Runway Surface - CONCRETE</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 86
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS RETURNING TO HIS HOME AIRPORT AFTER RECEIVING A NOTICE OF DISAPPROVAL FOR HIS PVT PLT PRACTICAL TEST. WHILE ON FINAL APCH TO LAND, HE NOTED A QUARTERING X-WIND & ELECTED TO USE THE CRAB METHOD FOR CONTROLLING DRIFT. JUST BEFORE TOUCHDOWN, HE REMOVED THE CRAB & TOUCHED DOWN IN A RIGHT DRIFT. HE SAID HE APPLIED LEFT RUDDER & THE ACFT COMPLETED A 360 DEG LEFT TURN (GROUND LOOP) ON THE RWY. THE PROP & RGT WING WERE DAMAGED DURING THE OCCURRENCE. THE 1402 WIND AT MARIETTA, GA WAS FROM 280 DEG AT 2 KTS.

Brief of Accident (Continued)

File No. - 1641

8/24/87

MARIETTA,GA

A/C Reg. No. N64191

Time (Lcl) - 1400 EDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - UNCONTROLLED -
-

Occurrence #2 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) 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. - 1778 8/25/87 ATLANTA,GA A/C Reg. No. N720DA Time (Lcl) - 1546 EDT

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage						
Name of Carrier	-DELTA AIRLINES,INC.	SUBSTANTIAL		Fatal	Serious	Minor	None	
Type of Operation	-SCHEDULED,INTL,PASSENGER	Fire	Crew	0	0	0	12	
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	135	
Accident Occurred During	-LANDING							

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

Make/Model	- LOCKHEED L-1011-385-1	Eng Make/Model	- ROLL-ROYCE RB-211-22	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 450000	Engine Type	- TURBOFAN		
No. of Seats	- 302	Rated Power	- 41000 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		ON AIRPORT	
Method	- TELETYPE	SAN JUAN,PR			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ATLANTA,GA		ATL. HARTSFIELD INTL. APT	
Wind Dir/Speed	- CALM			Runway Ident	- 08L
Visibility	- 6.0 SM	ATC/Airspace		Runway Lth/Wid	- 9000/ 150
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- ILS-COMPLETE		
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)	
COMMERCIAL,ATP	Current - YES	Total - 18211	Last 24 Hrs - UNK/NR
SE LAND,ME LAND	Months Since - 0	Make/Model- 13	Last 30 Days- UNK/NR
	Aircraft Type - L-1011	Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING FLOWN MANUALLY FOR AN ILS APCH TO RWY 8L AT ATLANTA. THE APCH WAS ALLOWED TO BECOME UNSTABLE AT ABOUT THE MIDDLE MARKER AND THE VERTICAL SPEED WAS INCREASED TO ABOUT 1290 FEET PER MINUTE ABOUT FIVE SECONDS BEFORE TOUCHDOWN. THE IOE CAPT IN THE LEFT SEAT WAS TOLD BY THE COMPANY CK AMN THAT HE NEEDED TO GET HIS NOSE UP. AS THE IOE CAPT INITIATED FLARE, THE CK AMN ALSO APPLIED NOSE UP CONTROL INPUTS. THE ACFT MADE THREE TOUCHDOWNS AND THE AFT FUSELAGE CONTACTED THE RWY RESULTING IN SUBSTANTIAL DAMAGE. THE IOE CAPT HAD COMPLETED HIS FIRST CLASS PHYSICAL EXAM FIVE DAYS PRIOR TO THE ACCIDENT AND UNDERWENT BYPASS SURGERY 17 DAYS SUBSEQUENT TO THE ACCIDENT. IN ADDITION, HE INDICATED THAT 3-4 YEARS EARLIER HE HAD EXPERIENCED CHEST PAINS AND SHORTNESS OF BREATH WHICH HAD BEEN DIAGNOSED AS A HIATAL HERNIA. THE SAME SYMPTOMS HAD REAPPEARED ABOUT ONE WEEK PRIOR TO HIS BEGINNING L-1011 GROUND SCHOOL. THE ACCD FLT WAS BEING CONDUCTED ON THE SECOND DAY OF THE CAPT,S IOE IN THE L-1011.

Brief of Accident (Continued)

File No. - 1778

8/25/87

ATLANTA, GA

A/C Reg. No. N720DA

Time (Lcl) - 1546 EDT

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

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
 3. FLARE - EXCESSIVE - PILOT IN COMMAND
 4. FLARE - EXCESSIVE - CHECK PILOT
 5. REMEDIAL ACTION - DELAYED - CHECK PILOT
 6. SUPERVISION - INADEQUATE - CHECK PILOT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1789 9/10/87 CARTERSVILLE, GA A/C Reg. No. N2600K Time (Lcl) - 1430 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	2
Accident Occurred During	-DESCENT	NONE	Pass 0	0	0	0

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

Make/Model	- LUSCOMBE 8E	Eng Make/Model	- CONTINENTAL C85-12-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- 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	MARIETTA, GA	CARTERSVILLE
Wind Dir/Speed-	230/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 4500 FT SCATTERED	Type of Clearance	- 4000-N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision-	NONE		Runway Status
Precipitation	- NONE		- HIGH VEGETATION
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)	
ATP	Current - YES	Total	- 3150
SE LAND, ME LAND	Months Since - 1	Make/Model-	525
	Aircraft Type - BAE-14	Instrument-	175
		Multi-Eng -	2235
		Last 24 Hrs -	2
		Last 30 Days-	UNK/NR
		Last 90 Days-	210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPORTED A LOSS OF POWER ON CLIMB OUT. AN OFF ARPT LANDING ATTEMPT RESULTED IN IMPACT WITH TREES AND SUBSTANTIAL DAMAGE TO THE ACFT. TEMPERATURE AND DEWPOINT WERE WITHIN THE RANGE FOR CARBURETOR ICE BUILDUP. EXAMINATION OF THE ACFT REVEALED A CRUISE PROPELLER INSTALLED. A WITNESS DESCRIBED A SHORT FIELD TAKEOFF PRIOR TO THE ACFT SETTLING INTO THE TREES. THE CARBURETOR HEAT SYSTEM HAD BEEN REPAIRED THE DAY PRIOR TO THE ACCIDENT. IT WAS NOT DETERMINED IF THE CARBURETOR HEAT WAS USED OR NOT.

Brief of Accident (Continued)

File No. - 1789

9/10/87

CARTERSVILLE,GA

A/C Reg. No. N2600K

Time (Lc1) - 1430 EDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT PERFORMANCE,CLIMB CAPABILITY - LOSS,PARTIAL

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

Finding(s)

4. TERRAIN CONDITION - HIGH VEGETATION
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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1757 9/11/87 ATLANTA,GA A/C Reg. No. N4630N Time (Lcl) - 0727 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-BANKAIR, INC.	MINOR		Fatal		Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0	0
Accident Occurred During	-CLIMB							

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

Make/Model	- CESSNA 402C	Eng Make/Model	- CONTINENTAL TS10-520-VB	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6350	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 325 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	ATLANTA, GA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHARLESTON, SC	Runway Ident - N/A
Wind Dir/Speed - 270/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - 800 FT SCATTERED	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - HAZE		
Precipitation - NONE		
Condition of Light - DAWN		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 2320
SE LAND, ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model - 120
		Instrument - 200
		Multi-Eng - 530
		Last 30 Days - UNK/NR
		Last 90 Days - 120

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMB TO CRUISE AT ABOUT 4,000 FT MSL, THE PLT HEARD A "WHISTLING" NOISE AND NOTICED THAT THE CREW DOOR ADJACENT TO HIS SEAT WAS NOT COMPLETELY SECURED. THE DOOR CAME OPEN AS HE ATTEMPTED TO PROPERLY SECURE IT, AND YANKED HIS LEFT ARM OUTSIDE THE ACFT. HIS ARM WAS SUBSEQUENTLY BROKEN AS THE AIRSTREAM FORCED IT BACKWARDS AGAINST THE DOOR FRAME. HE ADVISED ATC OF HIS SITUATION AND RECEIVED VECTORS BACK TO HIS DEPARTURE POINT, WHERE HE MADE A SUCCESSFUL LANDING.

Brief of Accident (Continued)

File No. - 1757

9/11/87

ATLANTA,GA

A/C Reg. No. N4630N

Time (Lcl) - 0727 EDT

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

Finding(s)

1. DOOR, EXTERIOR CREW - NOT SECURED
2. 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) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1656 2/05/87 MATAGORDA 665,GM A/C Reg. No. N5012Z Time (Lcl) - 0847 CST

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

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

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

Make/Model	- BELL 206L-1	Eng Make/Model	- ALLISON 250-C28B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 4150	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 435 HP			

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point		OFF AIRPORT/STRIP	
Method	- UNK/NR	MATAGORDA 665,GM			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	ROCKPORT, TX		Runway Ident	- N/A
Wind Dir/Speed	- 060/016 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 7.0 SM	Type of Flight Plan	- VFR	Runway Surface	- N/A
Lowest Ceiling	- 800 FT BROKEN	Type of Clearance	- VFR	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- FORCED LANDING		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6387	Last 24 Hrs - 2
	Months Since - 10	Make/Model - 2219	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - 206L1	Instrument - 246	Last 90 Days - 176
			Rotorcraft - 6387

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FM AN OFF-SHORE OIL PLATFORM WITH 3 PAX ON BOARD. SHORTLY AFTER DEPG, HE TRANSMITTED A "MAYDAY," BUT DID NOT STATE THE NATURE OF THE EMERG. A PAX RPRTD THAT THE ENG SOUND CHANGED & THE PLT TOLD HIM TO "GET THE RAFT OUT." SUBSEQUENTLY, THE HELICOPTER IMPACTED IN ROUGH WTR & SANK. A SHRIMP BOAT ARRIVED IN ABOUT 30 TO 40 MIN & ALL OCCUPANTS OF THE HELICOPTER WERE RETRIEVED. LATER, THE PLT & 1 PAX DIED FROM INJURIES. THE HELICOPTER WAS NOT RECOVERED, BUT A FLOAT INFLATION BOTTLE WAS FOUND; THE BOTTLE WAS FULLY CHARGED & THE SQUIB HAD NOT BEEN FIRED.

Brief of Accident (Continued)

File No. - 1656

2/05/87

MATAGORDA 665,GM

A/C Reg. No. N5012Z

Time (Lc1) - 0847 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. AUTOROTATION
3. EQUIPMENT, OTHER - NOT USED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1645 11/14/87 HONOLULU, HI

A/C Reg. No. N1113L

Time (Lcl) - 1330 HST

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

Type Operating Certificate-EXTERNAL LOAD

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -OTHER WORK USE

Fire

Crew

0

0

0

1

Flight Conducted Under -14 CFR 133

NONE

Pass

0

0

0

0

Accident Occurred During -LANDING

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

Make/Model - HUGHES 369D

Eng Make/Model - ALLISON 250-C20B

ELT Installed/Activated - UNK/NR

Landing Gear - SKID

Number Engines - 1

Stall Warning System - NO

Max Gross Wt - 2100

Engine Type - TURBOSHAFT

No. of Seats - 4

Rated Power - 375 HP

-----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

HONOLULU, HI

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Age - 38

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Certificate(s)/Rating(s)

Biennial Flight Review

Flight Time (Hours)

COMMERCIAL, CFI

Current - UNK/NR

Total - 12400

Last 24 Hrs - UNK/NR

SE LAND, ME LAND

Months Since - UNK/NR

Make/Model- UNK/NR

Last 30 Days- UNK/NR

HELICOPTER , GYROPLANE

Aircraft Type - UNK/NR

Instrument- UNK/NR

Last 90 Days- UNK/NR

Multi-Eng - UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DURING AN EXTERNAL LOAD OPERATION, THE HELICOPTER RAN OUT OF FUEL. SUBSEQUENTLY, IT WAS DAMAGED WHEN IT TOUCHED DOWN HARD DURING A FORCED LANDING.

Brief of Accident (Continued)

File No. - 1645

11/14/87

HONOLULU, HI

A/C Reg. No. N1113L

Time (Lc1) - 1330 HST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED -
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1647 11/15/87 MOKULEIA, HI A/C Reg. No. N802H Time (Lcl) - 0700 PST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

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

Make/Model - BEECH D18S

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 8750

No. of Seats - 10

Eng Make/Model - P&W R-985-AN14B

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 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- 340/005 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2200 FT SCATTERED

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HONOLULU, HI

Airport Proximity
ON AIRPORT

Airport Data

DILLINGHAM AIRFIELD

Runway Ident - 08

Runway Lth/Wid - 9200/ 75

Runway Surface - ASPHALT

Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 40

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 7576 Last 24 Hrs - 0

Make/Model- 710 Last 30 Days- UNK/NR

Instrument- 73 Last 90 Days- 218

Multi-Eng - 729

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT HE HAD MADE A NORMAL PREFLIGHT, BUT AFTER THE ACFT HAD ROLLED ABOUT 200 TO 250 FT ON THE TAKEOFF ROLL, THE NOSE GEAR COLLAPSED. THE ACFT CAME TO REST WITH DAMAGE TO THE NOSE SECTION, PROPS & ENGS. DRG AN INSPN OF THE ACFT, THE LANDING GEAR LEVER WAS FOUND IN THE UP POSITION. THE LANDING GEAR OPERATED NORMALLY DURING A SUBSEQUENT CHECK OF THE SYSTEM.

Brief of Accident (Continued)

File No. - 1647

11/15/87

MOKULEIA, HI

A/C Reg. No. N802H

Time (Lcl) - 0700 PST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. CHECKLIST - 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1677 11/17/87 HONOLULU, HI A/C Reg. No. N2973V Time (Lcl) - 1230 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

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

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

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - 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- 030/012 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 4500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN SHOWERS

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

HONOLULU, HI

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 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 - 5200

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 STATED THAT THE ENGINE LOST POWER WHILE HE WAS FLYING LOW OVER THE OCEAN ON A FISH SPOTTING FLIGHT. SUBSEQUENTLY, HE DITCHED THE AIRCRAFT IN THE OCEAN & IT WAS NOT RETRIEVED.

Brief of Accident (Continued)

File No. - 1677

11/17/87

HONOLULU, HI

A/C Reg. No. N2973V

Time (Lcl) - 1230 HST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
2. TERRAIN CONDITION - WATER

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1759 7/13/87 MASON CITY, IA A/C Reg. No. N9391R Time (Lcl) - 2017 CDT

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

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

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

Make/Model - AERO COMMANDER 500-B	Eng Make/Model - LYCOMING IO-540	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 - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DES MOINES,IA	MASON CITY MUNICIPAL
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5500/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----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 - UNK/NR
SE LAND,ME LAND,SE SEA	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - 500B	Make/Model- 81
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 81
		Multi-Eng - 448

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS IN A NORMAL APPEARING CLIMB AFTER TAKEOFF WHEN IT PITCHED UP TO A 70 TO 80 DEGREE ATTITUDE, STALLED, DROPPED THE RIGHT WING, THEN LEVELED THE WINGS AND HIT THE GROUND IN A NEAR-FLAT ATTITUDE. THE WEIGHT AND CG WERE WITHIN LIMITS. NO PREIMPACT PROBLEMS WERE FOUND THAT COULD CAUSE AN INADVERTENT PITCHUP. PILOT'S ONLY MEMORY IS THAT HE COULDN'T GET THE CONTROL COLUMN FAR ENOUGH FORWARD TO STOP THE PITCHUP. THE PILOT'S SEAT WAS FOUND IN THE FULL FORWARD POSITION WITH THE RIGHT LOCKING PIN IN THE LOCKING HOLE AND THE LEFT PIN 1/4TH OF AN INCH FORWARD OF THE FRONT LOCKING HOLE. THERE WERE NO VISIBLE MARKS ON EITHER OF THE LOCKING PINS. DEEP SCRATCHES WERE FOUND ON THE SIDES OF THE RAIL WHERE THE SEAT ATTACHMENTS NORMALLY SLIDE BACK AND FORTH WHEN THE SEAT IS ADJUSTED. EXAM OF THE OUTBOARD SIDE RECESSED SURFACE NEAR THE AFT END DISCLOSED WHAT APPEARED TO BE A FRESH SCRATCH.

Brief of Accident (Continued)

File No. - 1759

7/13/87

MASON CITY, IA

A/C Reg. No. N9391R

Time (Lcl) - 2017 CDT

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

Finding(s)

1. FUSELAGE, SEAT - UNLOCKED
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. PULL-UP - INADVERTENT - PILOT IN COMMAND
 4. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1799 8/20/87 CRESTON, IA A/C Reg. No. N6078N Time (Lcl) - 2300 CDT

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

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

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

Make/Model - BEECH B23	Eng Make/Model - LYCOMING O-360-A2G	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	IOWA CITY, IA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CRESTON MUNICIPAL
Wind Dir/Speed- 130/018 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 80
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- HAZE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 135
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 29
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC HAD PLANNED HIS FLT WITH DEPARTURE ORIGINATING IN IOWA CITY, IOWA. SCATTERED THUNDERSTORMS WERE FCST AND THE PIC DELAYED HIS DEPARTURE FOR ABT 3 HRS. AFT ASSESSING WX FM SEVERAL SOURCES THE PIC DPTD FOR CRESTON, IOWA AROUND 9 PM LCL TIME. THE FLT PROGRESSED WITHOUT DIFFICULTY TILL REACHING CRESTON. THE PIC RPTD DIFFICULTY MAINTAINING REFERENCE WITH RWY DURING THE APPROACH, COMPLAINING OF INOP VASI LIGHTING. ACCORDING TO THE ARPT MNGR THE VASI WAS INOPERATIVE AND HE HAD NOT NOTIFIED THE FAA OF THE PBLM. THE PIC ALSO INDICATED THAT A FOG OR HAZE WAS PRESENT NEAR THE GROUND AND REFERENCES USED FOR LNDG WERE NOT ADEQUATE. THE PIC ALSO COMPLAINED OF CHGNG WINDS DURING THE APPROACH COMPOUNDING THE DIFFICULTY. THE PIC MADE NO ATTEMPT TO GO-AROUND FOR ANOTHER TRY AT LNDG. INSTEAD THE APPROACH WAS CONTINUED. THE ACFT IMPACTED THE GND SHORT OF THE RWY AFT THE PIC RPTD HEARING THE STALL WARNING HORN SOUND BEFORE & AFTER HE APPLIED FULL PWR.

Brief of Accident (Continued)

File No. - 1799

8/20/87

CRESTON,IA

A/C Reg. No. N6078N

Time (Lc1) - 2300 CDT

Occurrence #1 UNDERSHOOT

Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HAZE/SMOKE
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND
6. FACILITY, INADEQUATE EXTERNAL LIGHTING - OTHER PERSONNEL
7. INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
8. 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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1651 9/02/87 GENOA, IL A/C Reg. No. N2295Y Time (Lcl) - 1930 CDT

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

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

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

Make/Model - CESSNA 177	Eng Make/Model - LYCOMING O-320-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2350	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	BELVIDERE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	RAMME
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 50
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 433
SE LAND	Months Since - 5	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 29
		Instrument- 4
		Last 30 Days- UNK/NR
		Last 90 Days- 22
		Multi-Eng - 2

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT MADE A STRAIGHT-IN APCH TO LAND AT DUSK ON AN UNLIGHTED SOD RWY. HE STATED HE LOWERED 10 DEG OF FLAPS APRX 2 MI FM THE RWY. WHILE ON FINAL APCH, WITH THE POWER SET AT APRX 1800 RPM, THE ACFT BEGAN TO SETTLE. THE PLT SAID HE APPLIED FULL POWER, BUT IT CONTD IN A FLAT DSCNT & TOUCHED DOWN IN SOFT TERRAIN SHORT OF THE RWY. SUBSEQUENTLY, THE NOSE GEAR SHEARED OFF, THE RGT MAIN GEAR COLLAPSED & THE LEFT WING TIP, PROP & FUSELAGE WERE DAMAGED.

Brief of Accident (Continued)

File No. - 1651

9/02/87

GENOA,IL

A/C Reg. No. N2295Y

Time (Lc1) - 1930 CDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - UNAVAILABLE
 3. DISTANCE - MISJUDGED - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
-

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

Finding(s)

5. TERRAIN CONDITION - SOFT
-

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

6. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1771 9/05/87 NEW LENOX, IL A/C Reg. No. N67447 Time (Lcl) - 1305 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire NONE	Crew 0	Fatal 0	Serious 0	Minor 0
Flight Conducted Under -14 CFR 103	Pass 0				None 1
Accident Occurred During -LANDING					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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/006 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 10000 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 ROMEDEVILLE, IL</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data HOWELL</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 2576/ 30</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----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 - 56
	Months Since - N/A	Last 24 Hrs - 0
	Aircraft Type - N/A	Make/Model- 56
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE ACCIDENT OCCURRED ON A LOCAL TRAINING FLIGHT. AT 3500 FT MSL THE ENG FAILED. THE STUDENT PLT LANDED AT A NEAR-BY ARPT BUT BOUNCED ON TOUCHDOWN, VEERED OFF THE RNWY AND NOSED OVER. ENG EXAM DISCLOSED BROKEN PRIMARY VENTURI IN CARB.

Brief of Accident (Continued)

File No. - 1771

9/05/87

NEW LENOX, IL

A/C Reg. No. N67447

Time (Lc1) - 1305 CDT

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

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LOOSE
 2. FUEL SYSTEM, CARBURETOR - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1785 9/19/87 GRAYSLAKE, IL A/C Reg. No. N8315S Time (Lcl) - 2315 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 260/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BLOOMINGTON, IN
Destination
GRAYSLAKE, IL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

CAMPBELL AIRPORT
Runway Ident - 27
Runway Lth/Wid - 3250/ 40
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 60
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - PA-28RT

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 709
Last 24 Hrs - 2
Make/Model- 265
Last 30 Days- UNK/NR
Instrument- 35
Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LANDED OFF THE RIGHT SIDE OF THE RUNWAY ON A DARK NIGHT WHEN THE PILOT WAS UNABLE TO IDENTIFY THE INTENDED LANDING RUNWAY. THE AIRCRAFT LANDED IN SOFT TURF AND DURING SUBSEQUENT LOSS OF CONTROL, TURNED RIGHT AND NOSED DOWN INTO A RAVINE. THE PILOT STATED THAT THERE WERE ONLY THREE RUNWAY LIGHTS ILLUMINATED AND THAT HIS LANDING LIGHT DID NOT HELP IN FINDING THE RUNWAY. HE ALSO STATED THAT HIS DECISION MAKING PROCESS WAS DEGRADED AS A RESULT OF FATIGUE AND STRESS CREATED WHEN HE INITIALLY SPENT ABOUT HALF AN HOUR TRYING TO LOCATE THE AIRPORT.

Brief of Accident (Continued)

File No. - 1785

9/19/87

GRAYSLAKE, IL

A/C Reg. No. N8315S

Time (Lc1) - 2315 CDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - FAILURE, PARTIAL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. MENTAL PERFORMANCE OVERLOAD - PILOT IN COMMAND
5. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

Occurrence #2 NOSE DOWN
Phase of Operation LANDING - ROLL

Finding(s)

8. TERRAIN CONDITION - RAVINE

----Probable Cause----

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1604 9/20/87 PINCKNEYVILLE,IL A/C Reg. No. N9543B Time (Lcl) - 1645 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
2
0

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

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - 6000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CARBONDALE,IL
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

PINCKNEYVILLE-DU QUOIN
Runway Ident - 36
Runway Lth/Wid - 2700/ 50
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 21
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-172

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

Total - 732
Make/Model- 85
Instrument- 77
Multi-Eng - 16
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE INSTRUCTOR (CFI), HE & THE STUDENT CONFIRMED THE GEAR WAS EXTENDED & LOCKED AS THEY ENTERED THE TRAFFIC PATTERN. FLAPS WERE EXTENDED & THEY CONTD IN THE PATTERN TO PRACTICE A SHORT FIELD LANDING TECHNIQUE. POWER WAS REDUCED AFTER CROSSING 100' OVER AN IMAGINARY 50' OBSTACLE. THE CFI STATED THAT ON THE INITIAL LNDG, THE ACFT CAME BACK OFF THE GND SVRL FT, & ON THE 2ND TOUCHDOWN, IT SETTLED ON ITS BELLY & SLID DOWN THE RWY WITH THE GEAR HANDLE IN THE UP PSN & THE GEAR RETRACTED. HE BELIEVED THE GEAR HANDLE "ADVANCED FROM THE DOWN AND LOCKED POSITION TO THE UP POSITION." HOWEVER, WHEN THE NORMAL & EMERGENCY GEAR SYSTEMS WERE CHECKED, THEY OPERATED NORMALLY & NO MALFUNCTION WAS FND. THE GEAR RETRACTION CYCLE TOOK 6 SECONDS TO GO FROM FULL DOWN TO FULL UP.

Brief of Accident (Continued)

File No. - 1604

9/20/87

PINCKNEYVILLE,IL

A/C Reg. No. N9543B

Time (Lcl) - 1645 CDT

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

Finding(s)

1. GEAR EXTENSION - INITIATED -
2. GEAR DOWN AND LOCKED - NOT MAINTAINED -
3. WHEELS UP LANDING - INADVERTENT -
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1606 9/26/87 FRANKFORT, IL A/C Reg. No. N5196K Time (Lcl) - 2015 CDT

-----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 -LANDING

Fire NONE Crew Pass

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 220/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - NONE
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 - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data
FRANKFORT

Runway Ident - 27
Runway Lth/Wid - 3176/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 27
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 -	1
Make/Model-	20	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	6

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON A FLT WITH 2 PAX ABOARD. HE RPRTD THAT DRG A NGT LNDG, THE ACFT BOUNCED & BALLOONED. HE ADDED PWR TO FLY THE ACFT BACK DOWN TO THE RWY, BUT IT BOUNCED & BALLOONED AGAIN. BY THIS TIME, THE ACFT WAS ABOUT HALFWAY DOWN THE RWY. SUBSEQUENTLY, THE PLT GOT THE ACFT STABILIZED ON THE RWY, BUT WAS UNABLE TO STOP IN THE REMAINING DISTANCE. AFTER CONTINUING OFF THE DEPARTURE END, THE ACFT CROSSED A ROAD & CAME TO REST IN A DITCH.

Brief of Accident (Continued)

File No. - 1606

9/26/87

FRANKFORT, IL

A/C Reg. No. N5196K

Time (Lc1) - 2015 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. FLARE - IMPROPER - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

6. TERRAIN CONDITION - ROADWAY/HIGHWAY
7. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1741 10/19/87 SPRINGFIELD,IL

A/C Reg. No. N60481

Time (Lcl) - 1700 CDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 080/009 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2800 FT SCATTERED

Lowest Ceiling - 7500 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SPRINGFIELD,IL

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

CAPITAL

Runway Ident - 30

Runway Lth/Wid - 5298/ 150

Runway Surface - CONCRETE

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

Age - 26

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 775 Last 24 Hrs - 4

Make/Model- 674 Last 30 Days- UNK/NR

Instrument- 48 Last 90 Days- 120

Multi-Eng - 26

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING BACK TO THE PARKING RAMP, AFTER A SHORT INSTRUCTIONAL FLIGHT, THE STUDENT AND FLIGHT INSTRUCTOR WERE LOOKING AHEAD INTO THE PARKING AREA FOR A VACANT PARKING PLACE. WHILE THEY WERE SEARCHING FOR A PLACE TO PARK, THE RIGHT WING OF THE AIRCRAFT STRUCK A PARKED FUEL TRUCK, CAUSING THE FRONT OF THE AIRCRAFT TO SWING AROUND AND HIT THE FUEL TRUCK WITH THE PROPELLER.

Brief of Accident (Continued)

File No. - 1741

10/19/87

SPRINGFIELD, IL

A/C Reg. No. N60481

Time (Lc1) - 1700 CDT

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

Finding(s)

1. OBJECT - VEHICLE
2. VISUAL LOOKOUT - INADEQUATE - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. DIVERTED ATTENTION - PILOT IN COMMAND(CFI)
5. CLEARANCE - NOT MAINTAINED - DUAL STUDENT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1740 10/25/87 UNION, IL A/C Reg. No. N1219S Time (Lcl) - 1330 CST

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

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

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

Make/Model	- SCHWEITZER SGS 2-33A	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKI/WHEEL	Number Engines	- N/A	Stall Warning System	- UNK/NR
Max Gross Wt	- 1040	Engine Type	- N/A		
No. of Seats	- 2	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	UNION, IL	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	SKY SOARING
Wind Dir/Speed		Runway Ident
Visibility	ATC/Airspace	- 27
Lowest Sky/Clouds	Type of Flight Plan	Runway Lth/Wid
- 25000 FT SCATTERED	- NONE	- 3100/ 60
Lowest Ceiling	Type of Clearance	Runway Surface
- NONE	- NONE	- GRASS/TURF
Obstructions to Vision	Type Apch/Lndg	Runway Status
- NONE	- TRAFFIC PATTERN	- DRY
Precipitation	FULL STOP	
Condition of Light		
- DAYLIGHT		

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

Pilot-In-Command	Age - 47	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current	Total	- 16
	- N/A	Make/Model	- 16
GLIDER	Months Since	Instrument	- 0
	- N/A		
	Aircraft Type	Last 24 Hrs	- 1
	- N/A	Last 30 Days	- UNK/NR
		Last 90 Days	- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS APPROACHING TO LAND WHEN, ACCORDING TO THE PILOT, HE NOTICED THE AIRCRAFT WAS DESCENDING "TOO FAST" AND HIS AIRSPEED WAS "TOO SLOW". THE PILOT THEN REALIZED HE WASN'T GOING TO MAKE THE RUNWAY AND DECIDED TO LAND THE GLIDER IN A NEARBY FIELD. THE GLIDER TOUCHED DOWN WITH THE RIGHT WING FIRST, CAUSING SUBSTANTIAL DAMAGE TO THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1740

10/25/87

UNION, IL

A/C Reg. No. N1219S

Time (Lcl) - 1330 CST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. PLANNED APPROACH - NOT PERFORMED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. PROPER DESCENT RATE - EXCEEDED - PILOT IN COMMAND
 4. 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) 1,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1776 11/04/87 SUGAR GROVE,IL A/C Reg. No. N5360U Time (Lcl) - 1901 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 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- 300/015 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
REVENNA,OH
Destination
AURORA,IL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 667	Last 24 Hrs - 8
Make/Model- 62	Last 30 Days- UNK/NR
Instrument- 47	Last 90 Days- 36
Multi-Eng - 34	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DESCENDING FOR LANDING THE AIRCRAFT EXPERIENCED TOTAL POWER FAILURE DUE TO FUEL EXHAUSTION. AN EMERGENCY LANDING WAS MADE ON A ROAD AND ON SHORT FINAL, THE AIRCRAFT COLLIDED WITH POWER LINES WHICH RAN ALONG THE SOUTH SIDE OF THE ROAD. ACCORDING TO THE PLT, THE AIRCRAFT THEN PITCHED NOSE DOWN AND BEFORE HE COULD RECOVER IT COLLIDED WITH A VAN WHICH WAS HIDDEN BY A HIGHWAY OVERPASS EMBANKMENT.

Brief of Accident (Continued)

File No. - 1776

11/04/87

SUGAR GROVE, IL

A/C Reg. No. N5360U

Time (Lcl) - 1901 CST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. LIGHT CONDITION - BRIGHT NIGHT

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

Finding(s)

5. OBJECT - WIRE, TRANSMISSION
6. CLEARANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

7. OBJECT - VEHICLE
8. OBJECT - BRIDGE/OVERPASS

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1775 11/09/87 DECATUR, IL A/C Reg. No. N7865Y Time (Lcl) - 1815 CST

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

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

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

Make/Model	- PIPER PA-30B	Eng Make/Model	- LYCOMING IO-320-B1A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 160 HP		

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

Weather Data		Itinerary	Airport Proximity		
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT		
Method	- N/A	SPRINGFIELD, IL			
Completeness	- N/A	Destination	Airport Data		
Basic Weather	- VMC	SAME AS ACC/INC	DECATUR		
Wind Dir/Speed	- 330/014 KTS		Runway Ident	- 36	
Visibility	- 25.0 SM	ATC/Airspace	Runway Lth/Wid	- 5300/ 150	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- FULL STOP		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 67	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3295	Last 24 Hrs - 1
ME LAND	Months Since - 22	Make/Model - 242	Last 30 Days - UNK/NR
	Aircraft Type - PA-30B	Instrument - UNK/NR	Last 90 Days - 24
		Multi-Eng - 262	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT EXPERIENCED A LANDING WITH THE GEAR RETRACTED. THE PILOT STATED THAT HE PERCEIVED THE YELLOW LIGHT INDICATION FOR THE LANDING GEAR TO MEAN "DOWN", INSTEAD OF LOOKING FOR A GREEN LIGHT.

Brief of Accident (Continued)

File No. - 1775

11/09/87

DECATUR,IL

A/C Reg. No. N7865Y

Time (Lcl) - 1815 CST

Occurrence #1

GEAR NOT EXTENDED

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

2. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1774 12/22/87 STAUNTON, IL A/C Reg. No. N78705 Time (Lcl) - 1230 CST

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

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

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

Make/Model - CESSNA 172K	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 - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CAHOKIA, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLHOIT
Wind Dir/Speed- 270/018 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1600/ 20
Lowest Sky/Clouds - 4500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 295
SE LAND	Months Since - 4	Last 24 Hrs - 1
	Aircraft Type - 172	Make/Model- 197
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE FLARE FOR LANDING THE AIRCRAFT DRIFTED TO THE RIGHT AND THE RIGHT WINGTIP CONTACTED THE RUDDERS OF TWO AIRCRAFT PARKED WITH THEIR TAILS 21' AND 23' FROM THE CENTERLINE OF THE RUNWAY. THE WINGSPAN OF THE ACCIDENT AIRCRAFT IS 35'9". HAD THE PILOT BEEN ABLE TO LAND ON THE CENTERLINE THERE WOULD HAVE BEEN 3' CLEARANCE. ALL THREE AIRCRAFT WERE SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 1774

12/22/87

STAUNTON,IL

A/C Reg. No. N78705

Time (Lcl) - 1230 CST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 3. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - INADEQUATE
 4. CLEARANCE - INADEQUATE - AIRPORT PERSONNEL
-

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

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

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

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. - 1609 6/14/87 ANDERSON, IN A/C Reg. No. N7306W Time (Lcl) - 0920 EST

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

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

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

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING O-360	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2175	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ACE AIRPARK
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3580/ 70
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 - 38	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 93
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - PA-28	Make/Model- 6
		Instrument- 4
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT SHORTLY AFTER LIFT-OFF, THE ENG BGN "HITTING & MISSING." HE MADE A SHALLOW LEFT TURN TO AVOID A HOUSE & LAND IN A CORN FIELD. HOWEVER, THE ACFT STALLED & THE LEFT WING STRUCK THE GROUND. AN EXAM OF THE ENG REVEALED THAT A SCREW (WHICH HELD THE BREAKER POINTS IN THE RIGHT MAGNETO) HAD COME OUT & ALLOWED THE POINTS TO COME LOOSE & NOT FOLLOW THE LOBES ON THE CAM. THE ACFT HAD 50 HRS OF FLT TIME SINCE THE LAST ANNUAL INSPN.

Brief of Accident (Continued)

File No. - 1609

6/14/87

ANDERSON,IN

A/C Reg. No. N7306W

Time (Lc1) - 0920 EST

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

Finding(s)

1. IGNITION SYSTEM,MAGNETO - LOOSE

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

Occurrence #3 HARD LANDING
Phase of Operation LANDING

Finding(s)

2. OBJECT - RESIDENCE
3. MANEUVER - INTENTIONAL -

-----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. - 1787 8/31/87 SHERIDAN, IN A/C Reg. No. N6343N Time (Lcl) - 1700 EST

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

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

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

Make/Model	- CHAMPION 7KCAB	Eng Make/Model	- LYCOMING IO-320-E2A	ELT Installed/Activated	- YES/YES
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1650	Engine Type	- RECIP-FUEL INJECTED		
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	SHERIDAN, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	SHERIDAN
Wind Dir/Speed	- 300/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- 23
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- 3800/ 50
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 - 32	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total	- 2194
SE LAND, ME LAND	Months Since - 2	Make/Model	- 14
	Aircraft Type - PA-23	Instrument	- 259
		Multi-Eng	- 60
		Last 24 Hrs	- 1
		Last 30 Days	- UNK/NR
		Last 90 Days	- 193

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON INITIAL CLIMBOUT AT APPROXIMATELY 400' AGL THE AIRCRAFT EXPERIENCED A TOTAL POWER FAILURE. THE PILOT ATTEMPTED TO MANEUVER THE AIRCRAFT TO RETURN TO THE AIRPORT, HOWEVER, THE AIRCRAFT WAS FORCED TO LAND IN A FARM FIELD 1/4 MILE SHORT OF THE AIRPORT. THE PRIVATE PILOT RECEIVING INSTRUCTION STATED THAT THE AIRCRAFT HIT THE GROUND IN A NOSE-LOW, LEFT BANK ATTITUDE. THE LEFT MAIN GEAR COLLAPSED DURING THE LANDING. EXAMINATION AND RUN-UP OF THE ENGINE BY FAA INVESTIGATORS FAILED "TO PROVIDE CONCLUSIVE EVIDENCE TO SHOW INDICATION OF AN ENGINE MALFUNCTION."

Brief of Accident (Continued)

File No. - 1787

8/31/87

SHERIDAN, IN

A/C Reg. No. N6343N

Time (Lc1) - 1700 EST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND(CFI)
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)

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

Finding(s)

4. FLARE - MISJUDGED - PILOT IN COMMAND(CFI)
5. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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. - 1770 9/06/87 INDIANAPOLIS, IN A/C Reg. No. N9287W Time (Lcl) - 1112 EST

-----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	2

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

Fire
IN FLIGHT

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

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3000
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
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- 170/004 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 - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
ON AIRPORT

Airport Data

INDIANAPOLIS INT.
Runway Ident - 13
Runway Lth/Wid - 7600/ 150
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 - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 998 Last 24 Hrs - UNK/NR
Make/Model- 22 Last 30 Days- UNK/NR
Instrument- 21 Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ON THE THIRD TKOF OF THE DAY WHEN THE ENG STOPPED ON INITIAL CLIMB AT THE PILOTS ESTIMATED ALT OF 500 FT. HE DID A 180 TURN BACK TO THE ARPT BUT TOUCHED DOWN SHORT AND RAN THROUGH THE PERIMETER FENCE. EXAMINATION OF THE ACFT REVEALED THAT THE MUFFLER CONTAINED A SEVEN INCH CRACK, SIX INCHES OF WHICH WERE FOUND RUSTED WITH ROUNDED ERODED EDGES. THE MUFFLER SHROUD HAD A CORRESPONDING HOLE 6.7 INCHES LONG AND APPROXIMATELY ONE INCH WIDE. MELTED METAL WAS FOUND ON THE OUTSIDE OF THE SHROUD AND A FUEL PRESSURE LINE, LOCATED IN THE AREA OF THE CRACKED MUFFLER, WAS FOUND BURNED. FAA INSPECTORS INDICATED THAT THE CARBURETOR ALTERNATE AIR INTAKE AND THE INSIDE OF THE CARBURETOR THROAT INDICATED THAT THERE WAS AN INFLIGHT FIRE.

Brief of Accident (Continued)

File No. - 1770

9/06/87

INDIANAPOLIS, IN

A/C Reg. No. N9287W

Time (Lcl) - 1112 EST

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, MUFFLER - FATIGUE
2. EXHAUST SYSTEM, MUFFLER - CRACKED
3. FUEL SYSTEM, CARBURETOR - BURNED
4. FUEL SYSTEM, LINE - BURNED

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1769 9/19/87 BELLEVILLE, IN A/C Reg. No. N7108B Time (Lcl) - 1930 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

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
1

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

Make/Model - PIPER PA-22-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1950
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-A1A
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 - 220/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
BELLEVILLE, IN
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

COOPER PVT
Runway Ident - 27
Runway Lth/Wid - 2000/ 80
Runway Surface - GRASS/TURF
Runway Status - DRY

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

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

Age - 40
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total - 159 Last 24 Hrs - 1
Make/Model - 10 Last 30 Days - UNK/NR
Instrument - 2 Last 90 Days - 10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS RETURNING TO AN UNLIGHTED PRIVATE AIRSTRIIP AFTER A LOCAL PLEASURE FLIGHT. THE SUN HAD SET BUT, ACCORDING TO THE PILOT, THE SKY WAS STILL ILLUMINATED. THE PILOT STATED HE WAS ABLE TO SET UP AN APPROACH, BUT WHEN ESTABLISHED ON FINAL HE "LOST SIGHT" OF THE RUNWAY. THE PILOT STATED HE EXECUTED A "LOW" GO-AROUND TO TRY AND SPOT THE RUNWAY, THEN ELECTED TO TRY A SECOND APPROACH. AGAIN THE PILOT REPORTEDLY "LOST SIGHT" OF THE RUNWAY ON FINAL. THE PILOT STATED HE DECIDED TO PERFORM ANOTHER GO-AROUND AND FLY TO A NEAR-BY AIRPORT WITH LIGHTS. THE PILOT WAS STARTING THE SECOND GO-AROUND ATTEMPT WHEN THE AIRCRAFT STRUCK A FENCE, FLIPPING IT OVER ONTO ITS BACK.

Brief of Accident (Continued)

File No. - 1769

9/19/87

BELLEVILLE, IN

A/C Reg. No. N7108B

Time (Lc1) - 1930 CDT

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

Finding(s)

1. LIGHT CONDITION - DUSK
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. OBJECT - FENCE
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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. - 1768 9/28/87 ROCHESTER, IN A/C Reg. No. N61V Time (Lcl) - 1155 EST

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

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

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

Make/Model	- BOEING A75N1	Eng Make/Model	- CONTINENTAL W670	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2717	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 220 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT	
Method	- N/A	HUNTINGTON, IN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	ROCHESTER, IN	FULTON COUNTY	
Wind Dir/Speed	- 210/012 KTS		Runway Ident	- 29
Visibility	- 5.0 SM	ATC/Airspace	Runway Lth/Wid	- 3200/ 60
Lowest Sky/Clouds	- 5000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- HAZE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

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

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 497	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 220	Last 30 Days - UNK/NR
	Aircraft Type - A75N1	Instrument - 41	Last 90 Days - 27
		Multi-Eng - 23	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAILWHEEL AIRCRAFT WAS LANDED INTO A STRONG LEFT CROSSWIND, EXPERIENCED A LOSS OF DIRECTIONAL CONTROL, FOLLOWED BY A GROUND LOOP, AND NOSE OVER.

Brief of Accident (Continued)

File No. - 1768

9/28/87

ROCHESTER, IN

A/C Reg. No. N61V

Time (Lcl) - 1155 EST

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1739 10/30/87 INDIANAPOLIS, IN A/C Reg. No. N739JG Time (Lcl) - 2140 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA R182RG II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3100
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-J3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/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- 240/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
BROOKSIDE, IN
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MOUNT COMFORT
Runway Ident - 25
Runway Lth/Wid - 5500/ 50
Runway Surface - CONCRETE
Runway Status - DRY

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

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

Age - 30
Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 420
Make/Model- 80
Instrument- 47
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 46

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER TAKE-OFF, THE PILOT ATTEMPTED TO RETRACT THE LANDING GEAR WHEN THE HYDRAULIC LINE ON THE RIGHT MAIN GEAR ACTUATOR FAILED. THE LEFT MAIN LANDING GEAR WAS STUCK IN THE TRAILING POSITION WHILE THE NOSE GEAR AND RIGHT MAIN GEAR REMAINED DOWN AND LOCKED. THE PILOT INITIATED THE APPROPRIATE EMERGENCY PROCEDURES TO ATTEMPT TO LOWER THE LEFT MAIN LANDING GEAR, BUT THE EMERGENCY EXTENSION SYSTEM WAS ALSO INOPERATIVE. THE PILOT MADE A PARTIAL GEAR UP LANDING AT HIS DESTINATION AIRPORT AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE DURING THE LANDING ROLL. EXAM OF THE ACFT REVEALED THAT THE RIGHT MAIN LNDG GEAR ACTUATING DOWN LINE, CESSNA PART #2880001-1, HAD FAILED AT THE FLARE AND PULLED OUT FROM THE FITTING ATTACHING THE LINE TO THE ACTUATOR.

Brief of Accident (Continued)

File No. - 1739

10/30/87

INDIANAPOLIS, IN

A/C Reg. No. N739JG

Time (Lc1) - 2140 EST

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

Finding(s)

1. HYDRAULIC SYSTEM, LINE - FAILURE, TOTAL
2. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - INOPERATIVE
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - INOPERATIVE

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING

Finding(s)

4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND
5. GEAR EXTENSION - NOT POSSIBLE -

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

Finding(s)

6. WHEELS UP LANDING - PERFORMED - PILOT IN COMMAND

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1738 11/02/87 LEAVENWORTH, IN A/C Reg. No. N28483 Time (Lcl) - 1615 EST

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

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

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

Make/Model	- GRUMMAN AA-5B	Eng Make/Model	- LYCOMING O-360-A4K	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 180 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method	- N/A	LEAVENWORTH, IN	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	JEFFERSONVILLE, IN	
Wind Dir/Speed	- 190/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- 18
Lowest Sky/Clouds	- 8000 FT SCATTERED	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	Type of Clearance	- 2400/ 40
Obstructions to Vision	- NONE	- NONE	Runway Surface
Precipitation	- NONE	Type Apch/Lndg	- GRASS/TURF
Condition of Light	- DAYLIGHT	- NONE	Runway Status
			- ROUGH

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

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 931
SE LAND, ME LAND	Months Since - 18	Make/Model	- 19
	Aircraft Type - UNK/NR	Instrument	- 150
		Multi-Eng	- 52
		Last 24 Hrs	- 3
		Last 30 Days	- UNK/NR
		Last 90 Days	- 50

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PILOT, THE AIRCRAFT WAS TAKING OFF FROM A "BUMPY" GRASS PRIVATE STRIP. THE PILOT STATED HE DISCUSSED ABORTED TAKEOFF PROCEDURES WITH THE PILOT RATED PASSENGER WHO WAS SITTING IN THE RIGHT SEAT AND STATED IF THE AIRCRAFT DID NOT REACH TAKEOFF SPEED BY MID-FIELD HE WOULD ABORT THE TAKEOFF. DURING THE TAKEOFF GROUND RUN THE AIRCRAFT DID NOT REACH TAKEOFF SPEED PRIOR TO MID-FIELD AND THE PILOT DECIDED TO ABORT THE TAKEOFF. THE PILOT THEN NOTICED THERE WASN'T ANY GRASS AT THE END OF THE RUNWAY AND WAS UNABLE TO STOP THE AIRCRAFT IN TIME TO AVOID COLLIDING WITH A FENCE AT THE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1738

11/02/87

LEAVENWORTH, IN

A/C Reg. No. N28483

Time (Lcl) - 1615 EST

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

Finding(s)

1. TERRAIN CONDITION - ROUGH/UNEVEN
 2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
 5. OBJECT - FENCE POST
-

----Probable Cause----

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

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. - 1671 11/14/87 ELKHART, IN A/C Reg. No. N8382M Time (Lcl) - 1615 EST

-----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 - CESSNA A150K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 240/011 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 25000 FT THIN OVC

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRPORT

Airport Data

MISHAWAKA

Runway Ident - 21

Runway Lth/Wid - 2600/ 40

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5762

Make/Model- 431

Instrument- 50

Multi-Eng - 744

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT OF CESSNA A150K, N8382M, WAS LANDING AFTER THE PLT OF ANOTHER CESSNA 150 HAD LANDED & HAD STARTED TO BACK-TAXI UP THE SAME RWY. THE PLT OF THE OTHER ACFT STATED THAT SHE HAD ANNOUNCED HER INTENTIONS TO BACK TAXI UP THE RWY & THAT SHE DID NOT HEAR ANY TRAFFIC CALLS FROM N8382M THRU-OUT HER LANDING SEQUENCE. ALSO, SHE STATED THAT IT WAS NORMAL PRACTICE AT THAT ARPT TO BACK-TAXI ON THE PAVED RWY RATHER THAN IN THE GRASS. AT ABOUT THE SAME TIME, BOTH PLTS SAW THE OTHER'S ACFT. THE PLT OF N8382M MANEUVERED TO THE LEFT WHILE THE PLT OF THE OTHER ACFT TURNED TO THE RIGHT. SUBSEQUENTLY, THE LANDING GEAR OF N8382M COLLAPSED AS THE PLT INTENTIONALLY GROUND LOOPED THE ACFT TO AVOID A COLLISION.

Brief of Accident (Continued)

File No. - 1671

11/14/87

ELKHART, IN

A/C Reg. No. N8382M

Time (Lcl) - 1615 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

1. RADIO COMMUNICATIONS - NOT PERFORMED - PILOT IN COMMAND
 2. OBJECT - AIRCRAFT MOVING ON GROUND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INTENTIONAL - PILOT IN COMMAND
 5. LANDING 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1737 11/17/87 PATOKA, IN A/C Reg. No. N86WA Time (Lcl) - 1135 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	VINCENNES, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PATOKA, IN	Runway Ident - N/A
Wind Dir/Speed- 200/019 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - 3300 FT BROKEN	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 273
SE LAND	Months Since - 18	Make/Model- 150
GLIDER	Aircraft Type - 150	Instrument- 32
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE TO PATOKA AIRPORT FOR FUEL THE AIRCRAFT EXPERIENCED FUEL EXHAUSTION AND THE PILOT WAS FORCED TO MAKE AN EMERGENCY LANDING IN A FIELD. THE AIRCRAFT LANDED APPROXIMATELY TWO MILES NORTHEAST OF THE AIRPORT. THE NOSE GEAR OF THE AIRCRAFT BECAME STUCK IN THE GROUND DURING LANDING ROLLOUT, CAUSING THE AIRCRAFT TO FLIP OVER ONTO ITS BACK. ACCORDING TO THE PILOT'S LOGBOOK, THE AIRCRAFT HAD BEEN FLOWN APPROXIMATELY 4.1 HOURS SINCE LAST REFUELING.

Brief of Accident (Continued)

File No. - 1737

11/17/87

PATOKA,IN

A/C Reg. No. N86WA

Time (Lcl) - 1135 EST

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1654 3/21/87 GARDEN CITY,KS A/C Reg. No. N2600S Time (Lcl) - 1445 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -MAINT TEST
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 T337C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4500
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-360-A/B ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 160/007 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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GARDEN CITY MUNI
Runway Ident - 17
Runway Lth/Wid - 5999/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-T310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 5238 Last 24 Hrs - 1
Make/Model- 271 Last 30 Days- 7
Instrument- 45 Last 90 Days- 23
Multi-Eng - 734

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH OF THE ACFT ENGS HAD JUST BEEN OVERHAULED. THE PLT DECIDED TO MAKE A MAINT TEST FLT & ELECTED TO LEAVE THE LNDG GEAR IN THE DOWN & LOCKED PSN. TAKEOFF & INITIAL CLIMB WERE NORMAL UNTIL ABOUT 300 TO 400 FT AGL. AT THAT TIME THE REAR ENG LOST POWER. THE PLT WAS ABLE TO RESTART IT FOR ABOUT 30 SEC, THEN IT LOST POWER AGAIN. HE FEATHERED THE REAR PROP, BUT WAS UNABLE TO MAINT ALT & SPEED (WITH THE GEAR EXTDD). TO AVOID A RIVER & ROUGH TERRAIN, HE HAD ALTERED HIS HEADING TO THE LEFT, THEN SAW TRANSMISSION LINES AHEAD. REALIZING THE ACFT WOULD NOT CLEAR THE LINES, HE TURNED FURTHER LEFT TOWARD THE ARPT. SUBSEQUENTLY, THE ACFT CRASHED IN AN OPEN FIELD ON ARPT PROPERTY & WAS DAMAGED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE FLAPS WERE FOUND IN THE RETRACTED POSITION.

Brief of Accident (Continued)

File No. - 1654

3/21/87

GARDEN CITY,KS

A/C Reg. No. N2600S

Time (Lc1) - 1445 CST

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

Finding(s)

1. UNDETERMINED

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

Finding(s)

2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
3. CLIMB - NOT POSSIBLE -
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. MANEUVER - ATTEMPTED -

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

Finding(s)

6. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
7. TERRAIN CONDITION - ROUGH/UNEVEN
8. STALL/MUSH

-----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) 4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1623 7/21/87 NICKERSON,KS A/C Reg. No. N9935P Time (Lcl) - 0710 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-36
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4800
No. of Seats - 1

Eng Make/Model - LYCOMING IO-720-A1B
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 400 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 - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HUTCHINSON,KS
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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 - 58
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 8400	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A SWATH RUN TO THE EAST, THE ACFT WAS OBSERVED TO PULL UP & BEGIN TURNING BACK TO THE WEST. THE WITNESS THEN SAW A BIG CLOUD OF SMOKE. SHE DID NOT SEE SPRAY COMING FROM THE ACFT DRG THE LAST SWATH RUN, ALTHOUGH HER VISION WAS LIMITED BY FOLIAGE & BLDGS. ALSO, NO INTERRUPTION OF ENGINE POWER WAS NOTED. AN INVESTIGATION REVEALED THE ACFT IMPACTED IN A STEEP NOSE DOWN ATTITUDE & BURNED. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND. ACCORDING TO FAA MED RECORDS, THE PLT HAD A TOTAL FLT TIME OF 8400 HRS.

Brief of Accident (Continued)

File No. - 1623

7/21/87

NICKERSON,KS

A/C Reg. No. N9935P

Time (Lc1) - 0710 CDT

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

Finding(s)

1. MANEUVER - INITIATED - PILOT IN COMMAND
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
 4. DIVERTED ATTENTION - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1614 8/16/87 MEADE,KS A/C Reg. No. N900K Time (Lcl) - 1820 CDT

-----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	

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

Make/Model - MAXFIELD PITTS S-1S	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1150	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 200 HP	

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

Weather Data Wx Briefing - NO RECORD OF BRIEFING Method - N/A Completeness - N/A Basic Weather - VMC Wind Dir/Speed- 170/010 KTS Visibility - 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 - FORCED LANDING	Airport Proximity ON AIRPORT Airport Data MEADE MUNI Runway Ident - 35 Runway Lth/Wid - 3400/ 50 Runway Surface - ASPHALT Runway Status - DRY
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-----Personnel Information-----

Pilot-In-Command Certificate(s)/Rating(s) PRIVATE SE LAND	Age - 37 Biennial Flight Review Current - YES Months Since - 9 Aircraft Type - PA-11	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT Flight Time (Hours) Total - 306 Make/Model- 64 Instrument- UNK/NR Multi-Eng - UNK/NR Last 24 Hrs - 1 Last 30 Days- UNK/NR Last 90 Days- 12 Rotorcraft - UNK/NR
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Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, WHILE DEPG TO THE SE, THE ENG SEIZED. ALL OF THE SURROUNDING TERRAIN CONSISTED OF PLOWED FIELDS, SO THE PLT TRIED TO GLIDE BACK TO THE ARPT; HOWEVER, HE HAD INSUFFICIENT SPEED & ALT TO GET ALIGNED WITH THE RWY. DRG THE LNDG, THE ACFT TOUCHED DOWN ON THE SHOULDER OF THE RWY & WAS DAMAGED. AN EXAM OF THE ENG REVEALED THE #3 ROD CAP & BOLTS HAD FAILED. THERE WAS EVIDENCE THE ROD-TO-CRANKSHAFT BEARING HAD BEEN ROTATING IN THE ROD & HAD INITIATED THE FAILURE. THE ENG HAD 21 HRS OF FLT TIME SINCE IT HAD BEEN OVERHAULED.

Brief of Accident (Continued)

File No. - 1614

8/16/87

MEADE,KS

A/C Reg. No. N900K

Time (Lcl) - 1820 CDT

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

Finding(s)

1. MAINTENANCE,OVERHAUL - IMPROPER - OTHER MAINTENANCE PSNL
2. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
3. ENGINE ASSEMBLY,CONNECTING ROD - OVERLOAD
4. ENGINE ASSEMBLY,CONNECTING ROD CAP - OVERLOAD

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. 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) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1684 8/30/87 GREENVILLE, KY A/C Reg. No. N92191 Time (Lcl) - 1330 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

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

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

Eng Make/Model - CONTINENTAL A-65

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 65 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

MUHLENBERG COUNTY

Runway Ident - 05

Runway Lth/Wid - 4200/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP, CFI
SE LAND, ME LAND, SE SEA

Age - 62

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - F33C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 28000

Make/Model- 2000

Instrument- 1200

Multi-Eng - 17500

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 200

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLT WAS BEING CONDUCTED AS PART OF A "CLOWN ACT" AT AN AIR SHOW. THE ENG LOST PWR SHORTLY AFTER TAKEOFF AS THE PLT WAS PERFORMING PITCHING MANEUVERS. HE UNSUCCESSFULLY ATTEMPTED TO REGAIN PWR BY "PUMPING" THE THROTTLE. THE AIRPLANE SUBSEQUENTLY IMPACTED TREES. A POST-CRASH EXAM OF THE AIRPLANE REVEALED THE GASCOLATOR WAS ABOUT 90% FULL OF WATER AND 10% FULL OF FUEL. HOWEVER, THE CONTENTS OF THE CARBURETOR WAS MOSTLY FUEL WITH ABOUT 1 TO 2 TEASPOONS OF WATER. A SMALL AMOUNT OF TRASH WAS ALSO PRESENT IN FUEL THAT WAS DRAINED FROM THE CARBURETOR. THE CARBURETOR WAS NOT EQUIPPED WITH AN ACCELERATOR PUMP. NO WATER WAS FOUND IN THE FUEL TANK. THE PLT REPORTED THAT NO WATER WAS OBTAINED WHEN FUEL WAS DRAINED FROM THE FUEL TANK PRIOR TO FLT.

Brief of Accident (Continued)

File No. - 1684

8/30/87

GREENVILLE,KY

A/C Reg. No. N92191

Time (Lc1) - 1330 CDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1756 10/14/87 LEXINGTON, KY A/C Reg. No. N4639J Time (Lcl) - 1410 EDT

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

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

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

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360-81E	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/007 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 LEXINGTON, KY</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CAPITAL CITY</p> <p>Runway Ident - 24</p> <p>Runway Lth/Wid - 5005/ 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>COMMERCIAL, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 7</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 1645</p> <p>Make/Model- 115</p> <p>Instrument- 198</p> <p>Multi-Eng - 98</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 147</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DUAL INSTRUCTIONAL FLIGHT THE STUDENT LEVELED THE ACFT ABV THE RWY DURING THE LANDING FLARE. THE CFI TOLD THE FAA INSPECTOR THAT HE WAS VERBALLY COACHING THE STUDENT AND DID NOT ASSUME THE FLT CONTROLS. THE ACFT LANDED HARD AND THE STUDENT APPLIED BRAKES WHICH RESULTED IN THE NOSE WHEEL TOUCHING DOWN HARD. PWR WAS APPLIED FOR A GO-AROUND AND A LOUD POP WAS HEARD. AFTER BECOMING AIRBORNE, THE CFI NOTED A TEAR IN THE RIGHT WING AND THE ACFT WAS FLOWN BACK TO HOME BASE. EXAM OF THE ACFT REVEALED THE FALSE SPAR HAD COLLAPSED.

Brief of Accident (Continued)

File No. - 1756

10/14/87

LEXINGTON, KY

A/C Reg. No. N4639J

Time (Lc1) - 1410 EDT

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

Finding(s)

1. LEVEL OFF - IMPROPER - DUAL STUDENT
2. BRAKES(NORMAL) - IMPROPER USE OF - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1619 10/24/87 LOUISVILLE, KY A/C Reg. No. N6542R Time (Lcl) - 0731 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - BEECH B24R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A1B6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 170/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 7000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ATHENS, GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BOWMAN FIELD
Runway Ident - 24
Runway Lth/Wid - 4312/ 80
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - PRECAUTIONARY LANDING

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

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

Age - 43
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - B24R

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 152 Last 24 Hrs - 1
Make/Model- 67 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DRG TKOF FM RWY 19, THE PLT TRANSMITTED "WE HAVE A DOOR OPEN." TWR PSNL CLRD HIM TO LND ON ANY RWY, BUT HE STATED AGAIN THAT A DOOR WAS OPEN. AGAIN, TWR PSNL CLRD HIM TO LND ON ANY RWY. NO OTR RADIO CALLS WERE RECD FM THE ACFT. SVRL PERSONS SAW THE ACFT AT LOW ALT BFR IT ENTERED A STEEP TURN TWD RWY 24. SUBSEQUENTLY, THE ACFT HIT A TREETOP, CRASHED WITH THE FLAPS RETRACTED & CAME TO REST APRX 300 YDS FM THE THE RWY THRESHOLD. THERE WAS EVIDENCE THAT THE UTILITY & LEFT CABIN DOORS WERE CLOSED DRG IMPACT. HOWEVER, THE RGT CABIN DOOR WAS FND WEDGED UNDER THE RGT WING WITH LITTLE DEFORMATION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND DRG THE INVESTIGATION. TESTS SHOWED THE FLT CHARACTERISTICS OF THE ACFT WERE UNCHGD WITH AN OPEN DOOR; HOWEVER, THE FLT MANUAL RECOMMENDED USING SHALLOW BANK TURNS, CAUTIONED ABOUT POSSIBLE BUFFETING & A SLIGHT INCREASE IN DRAG, & WARNED NOT TO ALLOW THE AIRSPEED TO DROP BELOW THE RECOMMENDED SPEED.

Brief of Accident (Continued)

File No. - 1619

10/24/87

LOUISVILLE, KY

A/C Reg. No. N6542R

Time (Lcl) - 0731 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, PASSENGER - OPEN
2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
3. DIVERTED ATTENTION - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)
5. PROPER ALTITUDE - 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) 2,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1694 12/16/87 ELIZABETHTOWN, KY A/C Reg. No. N7151L Time (Lcl) - 0825 EST

-----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	-TAXI	NONE	Pass 0	0	0	1

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

Make/Model	- GRUMMAN AMERICAN 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	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 250/008 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT</p> <p>Lowest Ceiling - 3500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">DAYTON, OH</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;">ELIZABETHTOWN</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - UNK/NR</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 22</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 23</p> <p style="padding-left: 20px;">Aircraft Type - AA-5</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 350</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 322</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 8</td> <td>Last 90 Days- 18</td> </tr> </table>	Total - 350	Last 24 Hrs - 1	Make/Model- 322	Last 30 Days- UNK/NR	Instrument- 8	Last 90 Days- 18
Total - 350	Last 24 Hrs - 1							
Make/Model- 322	Last 30 Days- UNK/NR							
Instrument- 8	Last 90 Days- 18							

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A SHORT STOP BTN FLTS, THE BATTERY WAS TOO WEAK TO CRANK THE ENG. THE PLT ELECTED TO HAND-PROP THE ENG WHILE HIS NON-RATED PAX HELD THE BRAKES. HE BRIEFED THE PAX ON THE PROPER PROCEDURE. HE HAD PREVIOUSLY ALLOWED THE PAX TO OPERATE THE BRAKES WHILE TAXIING, & BELIEVED THAT WITH THE BRIEFING, THE PAX WOULD BE ABLE TO OPERATE THE BRAKES DRG THE HAND PROPPING OPN. THE ACFT WAS NOT CHOCKED OR TIED DOWN. THE ENG STARTED IMMEDIATELY WHEN THE PLT PULLED THE PROP THRU. THE PAX RETARDED THE THROTTLE AFTER THE ENG STARTED; HOWEVER, BEFORE THE PLT GOT TO THE COCKPIT, A "GREAT GUST OF WIND" FROM BEHIND THE ACFT PUSHED IT FWD & IT BEGAN TO ROLL ACROSS THE RAMP. THE PAX WAS UNABLE TO STOP THE ACFT OR STEER IT AWAY FROM OTHER ACFT. SUBSEQUENTLY, IT COLLIDED WITH A PARKED LEARJET & BOTH ACFT WERE SUBSTANTIALLY DMGD. THE BRAKING SYS OF N7151L WAS EXAMINED & RPRTD TO BE FUNCTIONAL. FBO PSNL RPRTD THAT A POWER CART WAS AVAILABLE FOR A "JUMP" START, AS WELL AS WHEEL CHOCKS. N7151L HAD A CASTERING NOSEWHEEL & WAS STEERED BY USING THE BRAKES.

Brief of Accident (Continued)

File No. - 1694

12/16/87

ELIZABETHTOWN, KY

A/C Reg. No. N7151L

Time (Lcl) - 0825 EST

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

Finding(s)

1. ELECTRICAL SYSTEM, BATTERY - OUTPUT LOW
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INITIATED - PILOT IN COMMAND
3. STARTING PROCEDURE - INITIATED -
4. PROPER ASSISTANCE - NOT OBTAINED - PILOT IN COMMAND
5. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
6. WEATHER CONDITION - TAILWIND
7. WEATHER CONDITION - GUSTS
8. AIRCRAFT CONTROL - NOT MAINTAINED - UNQUALIFIED PERSON

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

Finding(s)

9. OBJECT - AIRCRAFT PARKED

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1632 5/14/87 EDGARTOWN,MA

A/C Reg. No. N24806

Time (Lc1) - 1000 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	1

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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- 150/010 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
HOPEDALE,MA
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

KATAMA
Runway Ident - 24
Runway Lth/Wid - 2700/ 50
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

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

Age - 21

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	70	Last 24 Hrs -	0
Make/Model-	66		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT AFTER HE ENTERED THE PATTERN TO LAND ON RWY 24, THE WINDS RAPIDLY SHIFTED FROM A SLIGHT X-WIND TO MORE OF A TAIL WIND. SUBSEQUENTLY, THE ACFT TOUCHED DOWN LONG, WENT OFF THE LEFT SIDE OF THE RWY, HIT SOME BUSHES & NOSED OVER. RWY 24 WAS 2700 FT LONG & 50 FT WIDE. RWY 17 WAS AVAILABLE & WAS 3000 FT LONG & 150 FT WIDE. THE PLT RPRTD THE WIND WAS FROM 150 DEG AT 10 KTS.

Brief of Accident (Continued)

File No. - 1632

5/14/87

EDGARTOWN,MA

A/C Reg. No. N24806

Time (Lc1) - 1000 EDT

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

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - TAILWIND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - UNCONTROLLED -

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

Finding(s)

8. TERRAIN CONDITION - HIGH VEGETATION

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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. - 1762

5/17/87

FALMOUTH, MA

A/C Reg. No. N30694

Time (Lcl) - 1345 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew
Pass

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

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 230/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HYANNIS, MA
Destination
NEW HAVEN, CT

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 - FORCED LANDING

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

Pilot-In-Command

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

Age - 66

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total -	1941	Last 24 Hrs -	2
Make/Model -	150	Last 30 Days -	UNK/NR
Instrument -	187	Last 90 Days -	22
Multi-Eng -	1242		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ABOUT 10 MIN AFT TKOF, AN OIL LINE FROM THE GOVERNOR TO THE PROP BROKE, CAUSING OIL TO SPRAY OVER THE WINDSHIELD, OBSCURING VISIBILITY. SHORTLY THEREAFTER, THE ENG LOST PWR WITH THE PROP IN SHALLOW PITCH. A FORCED LANDING WAS MADE IN TREES WITH THE GEAR AND FLAPS EXTENDED.

Brief of Accident (Continued)

File No. - 1762

5/17/87

FALMOUTH, MA

A/C Reg. No. N30694

Time (Lcl) - 1345 EDT

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

Finding(s)

1. LUBRICATING SYSTEM, OIL TUBING - BURST
2. PROPELLER GOVERNOR CONTROL - INOPERATIVE
3. FLUID, OIL - LEAK
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
5. VISUAL LOOKOUT - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER (TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

6. FLUID, OIL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
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) 1, 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. - 1731 6/03/87 STOW, MA A/C Reg. No. N3476G Time (Lcl) - 1700 EDT

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

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

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

Make/Model	- NORTH AMERICAN B-25N	Eng Make/Model	- WRIGHT CW2600-35	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 33500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 980 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- 190/005 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point NEW BEDFORD, MA</p> <p>Destination STOW, MA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MINUTE MAN</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 2770/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3330
SE LAND, ME LAND	Months Since - 11	Make/Model- 454
	Aircraft Type - UNK/NR	Instrument- 40
		Multi-Eng - 545
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 56

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT TOUCHED DOWN HARD ON THE GRASSY AREA 5 TO 10 FT SHORT OF THE RWY. THE PLT STATED AT THE TIME THAT HE FELT AND HEARD THE HYDRAULIC LINE BURST IN THE CABIN WHICH LEFT THE AIRCRAFT WITHOUT BRAKES. THE ACFT FAILED TO STOP AND CONTINUED TO ROLL OFF THE END OF THE RUNWAY INTO SHRUBS, TREES, AND UP AN EMBANKMENT WHERE IT CAME TO REST WITH THE NOSE GEAR FOLDED BACK. POST-CRASH EXAM REVEALED THAT THE HYDRAULIC LINE TO THE MAIN ACCUMULATOR HAD COME APART.

Brief of Accident (Continued)

File No. - 1731

6/03/87

STOW,MA

A/C Reg. No. N3476G

Time (Lc1) - 1700 EDT

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

Finding(s)
1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

Occurrence #3 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)
3. HYDRAULIC SYSTEM,LINE - BURST
4. LANDING GEAR,NOSE GEAR - OVERLOAD
5. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1680 4/20/87 SALISBURY, MD A/C Reg. No. N5821P Time (Lcl) - 2047 EDT

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1C5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HILTON HEAD, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	SAME AS ACC/INC	SALISBURY-WICOMICO COUNTY
Wind Dir/Speed- 040/010 KTS	ATC/Airspace	Runway Ident - 05
Visibility - 3.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - 500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - N/A
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 359
SE LAND	Months Since - 13	Make/Model- 89
	Aircraft Type - PA-28	Instrument- 81
		Last 24 Hrs - 0
		Last 30 Days- 0
		Last 90 Days- 3

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON A FLT FROM HILTON HEAD, SC TO WOODSTOWN, NJ, THE PLT ENCTRD HEADWINDS & DIVERTED TO SALISBURY, MD, A LESS DISTANT ARPT. DRG ARRIVAL AT 1944, HE WAS PROVIDED WX INFO CONCERNING A LOW CEILING & VISIBILITY. AT 1955, HE WAS INSTRUCTED TO HOLD UPON REACHING A CLNC LIMIT & WAS ADZD TO EXPECT FURTHER CLNC AT 2030. THE PLT HAD DIFFICULTY GETTING ESTABLISHED ON THE VOR RWY 5 APCH & WAS VECTORED ON FINAL APCH. AT 2046:53, ABOUT 2 MIN AFTER BEING ESTABLISHED ON THE APCH, THE PLT STATED THE ACFT RAN OUT OF FUEL & DECLARED AN EMERG. DRG AN EMERG LANDING, ABOUT 5 MI SW OF THE ARPT, THE ACFT CRASHED ON WOODED TERRAIN AFTER BEING AIRBORNE APRX 4.3 HRS.

Brief of Accident (Continued)

File No. - 1680

4/20/87

SALISBURY,MD

A/C Reg. No. N5821P

Time (Lcl) - 2047 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. OBJECT - UNFAVORABLE WIND
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. FLUID,FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

6. LIGHT CONDITION - NIGHT
7. WEATHER CONDITION - LOW CEILING
8. WEATHER CONDITION - FOG
9. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 1,6,7,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1702 5/31/87 GRANTSVILLE, MD A/C Reg. No. N40184 Time (Lcl) - 0900 EDT

-----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	-MANEUVERING					

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

Make/Model	- AYRES S2R-T15	Eng Make/Model	- P&W PT6A-135	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8100	Engine Type	- TURBOPROP		
No. of Seats	- 1	Rated Power	- 800 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- 270/005 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>OAKLAND, MD</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1005
SE LAND	Months Since - 14	Make/Model- 250
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 4
		Last 30 Days- 50
		Last 90 Days- 150

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS SECOND IN A FLT OF THREE SPRAYING FOREST AREA WITH DIMILIN WHEN IT CONTACTED A POWER LINE SUSPENDED BETWEEN TWO HILLTOPS. THE PROP SEVERED THE SINGLE STRAND OF CABLE AND SHORTLY AFTER THE ENGINE LOST POWER. THE PLT MANEUVERED FOR AN EMGCY LNDG, JETTISONED THE CHEMICALS, AND EXTENDED FLAPS. THE ACFT OVERSHOT A CLEARING AND THE ACFT SETTLED INTO THE TREES. THE PLT STATED THAT THE ACCD MAY HAVE BEEN PREVENTED IF BETTER RECON HAD BEEN DONE PRIOR TO THE SPRAYING OPERATION.

Brief of Accident (Continued)

File No. - 1702

5/31/87

GRANTSVILLE, MD

A/C Reg. No. N40184

Time (Lcl) - 0900 EDT

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
4. LOAD JETTISON - PERFORMED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1706 6/27/87 CAMBRIDGE, MD A/C Reg. No. N9321A Time (Lcl) - 1630 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE
Pass

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

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

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

Eng Make/Model - JACOBS R-755-B2
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 275 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 - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
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 - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

CAMBRIDGE DORCHESTER
Runway Ident - 34
Runway Lth/Wid - 4000/ 75
Runway Surface - MACADAM
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 727

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

Total	- 15900	Last 24 Hrs	- 6
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER PURCHASING THE ACFT IN ATL, THE PLT, WHO HELD AN A & P CERTIFICATE, INSPECTED AND FLEW THE ACFT IN THE LOCAL AREA BFR DEPARTING ON A FERRY FLT TO ROCKLAND, ME. DRG LNDG AT HIS FIRST FUEL STOP, THE ACFT SWERVED TO THE RT AND THE PLT INTENTIONALLY GROUND-LOOPED IT IN ORDER TO AVOID A DITCH. THE PLT STATED THAT THE TAILWHEEL HAD COME OUT OF ITS CENTERED AND LOCKED POSITION DURING FLIGHT WHICH CAUSED THE AIRCRAFT TO PULL TO THE RIGHT AFTER TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1706

6/27/87

CAMBRIDGE, MD

A/C Reg. No. N9321A

Time (Lcl) - 1630 EDT

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

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - NOT ENGAGED
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - DITCH
 5. GROUND LOOP/SWERVE - 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

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. - 1675 9/27/87 POCOMOKE CITY, MD A/C Reg. No. N2613W Time (Lcl) - 0925 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

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

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

Eng Make/Model - LYCOMING IO-360-A1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/007 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MOYOCK, NC
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

FAIR'S
Runway Ident - 25
Runway Lth/Wid - 1910/ 60
Runway Surface - GRASS/TURF
Runway Status - WET

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-177

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 182
Make/Model- 40
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APCH, THE PLT REALIZED HIS TOUCHDOWN POINT WAS FARTHER DOWN THE RWY THAN USUAL, BUT HE BELIEVED THERE WAS SUFFICIENT RWY & ELECTED TO CONT THE LNDG. AFTER TOUCHDOWN, HE APPLIED BRAKES, BUT WAS UNABLE TO STOP ON THE REMAINING RWY. SUBSEQUENTLY, THE ACFT CONTD OFF THE DEP END & WENT INTO A DITCH. THE PLT STATED THAT HE FAILED TO ALLOW FOR A HEAVY LAYER OF DEW, WHICH HAD REDUCED THE BRAKING ACTION.

Brief of Accident (Continued)

File No. - 1675

9/27/87

POCOMOKE CITY, MD

A/C Reg. No. N2613W

Time (Lc1) - 0925 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - WET

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

Finding(s)

5. TERRAIN CONDITION - DITCH

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1754 4/11/87 BERWICK, ME A/C Reg. No. N55309 Time (Lcl) - 1910 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	1	0	0	0
Pass	3	0	0	0

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

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2307
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
ROCHESTER, NH
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 20
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT			
Flight Time (Hours)			
Total	-	355	Last 24 Hrs - 1
Make/Model-	109	Last 30 Days-	45
Instrument-	53	Last 90 Days-	79

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS OBSERVED DOING STALLS. A WITNESS SAID THAT PRIOR TO THE CRASH HE SAW THE NOSE LOWER AND THE RIGHT WING DROP. THE AIRCRAFT THEN ENTERED INTO A SPIRAL. IT WAS OBSERVED DESCENDING INTO TREES IN A SPIRAL. THE PLT WAS FOUND IN THE RIGHT FRONT SEAT. THE LEFT PILOT SEAT WAS OCCUPIED BY A PASSENGER WITH NO PREVIOUS EXPERIENCE AS A PILOT.

Brief of Accident (Continued)

File No. - 1754

4/11/87

BERWICK, ME

A/C Reg. No. N55309

Time (Lcl) - 1910 EDT

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

Finding(s)

1. STALL/SPIN - NOT UNDERSTOOD - PASSENGER
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1627 4/22/87 SANFORD, ME A/C Reg. No. N58032 Time (Lcl) - 1245 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - TAYLORCRAFT DCO-65
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1300
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/003 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11600 Last 24 Hrs - 1
Make/Model- 16 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 70
Multi-Eng - 11000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING HAND PROPPED FROM BEHIND THE PROP ON THE RGT SIDE WHEN THE ENG STARTED. THE PLANE JUMPED THE CHOCK, KNOCKED THE PLT TO THE GROUND, TURNED TO THE RGT & COLLIDED WITH A PARKED ACFT IN THE TIE-DOWN AREA. THE ACFT WAS NOT TIED DOWN & ONLY THE RGT MAIN WHEEL WAS CHOCKED.

Brief of Accident (Continued)

File No. - 1627

4/22/87

SANFORD, ME

A/C Reg. No. N58032

Time (Lcl) - 1245 EDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

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

Finding(s)

2. OBJECT - AIRCRAFT PARKED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1764 4/25/87 RUMFORD POINT, ME A/C Reg. No. N9119K Time (Lcl) - 0915 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE
Crew 0
Pass 0

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

Make/Model - STINSON 108
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - FRANKLIN 6A4-150-B3
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- VARIABLE
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
RUMFORD, ME
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 - DIRT
Runway Status - DRY

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

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

Age - 65
Biennial Flight Review
Current - UNK/NR
Months Since - 0
Aircraft Type - UNK/NR

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

Total	- 1400	Last 24 Hrs	- UNK/NR
Make/Model-	22	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CIRCLING A POND, THE PLT FAILED TO SWITCH FUEL TANKS AND THE ENGINE LOST POWER. HE ATTEMPTED TO SWITCH FROM THE RIGHT TO THE LEFT TANK BUT WAS FORCED TO SET THE ACFT DOWN IN A NEARBY FIELD. THE LEFT WING, FUSELAGE, LANDING GEAR, PROP, AND ENGINE MOUNTS WERE DAMAGED DURING THE FORCED LANDING.

Brief of Accident (Continued)

File No. - 1764

4/25/87

RUMFORD POINT, ME

A/C Reg. No. N9119K

Time (Lcl) - 0915 EDT

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

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

-----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. - 1796 2/11/87 DETROIT,MI A/C Reg. No. N4718U Time (Lcl) - 2317 EST

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

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage		Injuries	
Name of Carrier	-UNITED AIRLINES	NONE		Fatal	0
Type of Operation	-SCHEDULED,DOMESTIC,PAX/CARGO	Fire		Serious	3
Flight Conducted Under	-14 CFR 121	NONE		Minor	16
Accident Occurred During	-STANDING			None	208

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

Make/Model	- BOEING 747-122	Eng Make/Model	- P&W JT9D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- YES
Max Gross Wt	- 733000	Engine Type	- TURBOFAN		
No. of Seats	- 445	Rated Power	- 46250 LBS THRUST		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- IN PERSON		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	DETROIT METRO WAYNE CO	
Wind Dir/Speed	- 080/009 KTS	Runway Ident	- 03R
Visibility	- 10.0 SM	Runway Lth/Wid	- 10000/ 150
Lowest Sky/Clouds	- 4500 FT	Runway Surface	- CONCRETE
Lowest Ceiling	- 4500 FT BROKEN	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 58	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 14997	Last 24 Hrs - 6
ME LAND	Months Since - UNK/NR	Make/Model - 7043	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG FLT, UNITED FLT 108 RECD INFO OF A BOMB THREAT. DUE TO A SHORT TIME LIMIT, SPECIFIED IN THE THREAT, THE FLT DIVERTED TO DETROIT & THE SLIDES WERE USED TO EVACUATE THE ACFT; 8 OF 10 SLIDES DEPLOYED NMLY & WERE USED. THE SLIDE AT DOOR 4R DIDN'T INFLATE & WASN'T USED. THE FLT ATTENDANT (F/A) AT DOOR 5R PERCEIVED THAT THE SLIDE (SLIDE/RAFT) AT THAT LCTN WAS INFLATING SLOWLY. SHE PULLED WHAT SHE THOUGHT WAS THE MANUAL INFLATION HANDLE (MIH) & HEARD A HISSING SOUND. SHE THEN SENT 2 HELPERS (PAX) DWN THE SLIDE. AS THEY EGRESSSED, THE SLIDE SEPD FM THE ACFT & FELL TO THE GND; 1 OF THE 2 RECD A SERIOUS BACK INJURY. AS OTR SLIDES WERE USED, 2 OTR PAX RECD SERIOUS LEG INJURIES & 16 PAX RECD MINOR INJURIES. AN INV REVEALED THE F/A AT DOOR 5R INADVERTENTLY PULLED THE RELEASE HANDLE (RH) WHEN SHE ATMTD TO USE THE MIH. BOTH HANDLES WERE MADE OF CANVAS MTRL & WERE ABOUT THE SAME SIZE. THE MIH WAS RED WITH A PIECE OF WHITE MTRL MARKED "PULL" IN RED LTRS; THE RH WAS WHITE & WAS ALSO MARKED "PULL" IN RED LTRS. NO REASON WAS FND FOR THE SLIDE AT DOOR 4R NOT TO ENFLATE.

Brief of Accident (Continued)

File No. - 1796

2/11/87

DETROIT, MI

A/C Reg. No. N4718U

Time (Lcl) - 2317 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)

1. UNSAFE/HAZARDOUS CONDITION WARNING - INTENTIONAL - OTHER PERSON
 2. PRECAUTIONARY LANDING - PERFORMED -
 3. EMERGENCY PROCEDURE - INITIATED -
 4. LIGHT CONDITION - DARK NIGHT
 5. MISC EQPT/FURNISHINGS, SLIDES - DISCONNECTED
 6. EMERGENCY EQUIPMENT - IMPROPER USE OF - FLIGHT ATTENDANT
 7. AIRCRAFT/EQUIPMENT, INADEQUATE DESIGN (STANDARD/REQUIREMENT), CONTROL SHAPE/SIZE - MANUFACTURER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1761 3/04/87 DETROIT, MI A/C Reg. No. 160FB Time (Lc1) - 1434 EST

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

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	- FISHER BROTHERS AVIATION	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	- SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	0
Flight Conducted Under	- 14 CFR 135		Pass	0	0	0	0
Accident Occurred During	-						

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

Make/Model	- CASA C-212-CC	Eng Make/Model	- N/A	ELT Installed/Activated	- NO -N/A
Landing Gear	- N/A	Number Engines	- N/A	Stall Warning System	- YES
Max Gross Wt	- UNK/NR	Engine Type	- N/A		
No. of Seats	- 0	Rated Power	- N/A		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	-		
Method	- UNK/NR	Last Departure Point	
Completeness	- UNK/NR	CLEVELAND, OH	
Basic Weather	- VMC	Destination	
Wind Dir/Speed	- 140/006 KTS	DETROIT, MI	
Visibility	- 20.0 SM	ATC/Airspace	
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Flight Plan	-
Lowest Ceiling	- NONE	Type of Clearance	-
Obstructions to Vision	-	Type Apch/Lndg	-
Precipitation	- NONE		
Condition of Light	-		

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

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

Instrument Rating(s) - UNK/NR

-----Narrative-----

NARRATIVE WILL FOLLOW.

Brief of Accident (Continued)

File No. - 1761

3/04/87

DETROIT,MI

A/C Reg. No. 160FB

Time (Lcl) - 1434 EST

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1783

6/06/87

FIFE LAKE, MI

A/C Reg. No. N80111

Time (Lc1) - 1110 EDT

-----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	1	0

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

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

Make/Model - LAKE LA 4-200
Landing Gear - AMPHIBIAN
Max Gross Wt - 2690
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-AIB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 9000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CADILLAC, MI
Destination
BOYNE CITY, MI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
Type Apch/Lndg - STRAIGHT-IN
FULL STOP
PRECAUTIONARY LANDIN

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

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

Age - 31
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - MUZ

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 9210
Last 24 Hrs - 7
Make/Model- 55
Last 30 Days- UNK/NR
Instrument- 500
Last 90 Days- 240
Multi-Eng - 4910

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT THE ENGINE STARTED TO RUN ROUGH WHILE IN CRUISE FLT. AFTER ALL EFFORTS TO SMOOTH IT OUT FAILED, THE PLT ELECTED TO MAKE A PRECAUTIONARY LANDING ON FIFE LAKE. THE ACFT LANDED NORMALLY FOLLOWED BY A LOUD NOISE AND WATER STARTED TO ENTER THE COCKPIT. THE ACFT SANK IN 25-30 FEET OF WATER. THE PLT DID NOT HAVE A SEA PLANE RATING AND ONE WITNESS STATED THAT THE ACFT LOST POWER AND DROPPED "ABRUPTLY AND SLAMMED INTO THE LAKE." INVESTIGATION DID NOT REVEAL THE REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1783

6/06/87

FIFE LAKE, MI

A/C Reg. No. N80111

Time (Lc1) - 1110 EDT

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

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

Finding(s)

2. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. TERRAIN CONDITION - WATER, GLASSY
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1782 6/22/87 ERIE,MI

A/C Reg. No. N2386T

Time (Lc1) - 2230 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire Crew 0
NONE Pass 0

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

Make/Model - NAVION G
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3150
No. of Seats - 4

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

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/006 KTS
Visibility - 10.0 SM

Lowest Ceiling - 2800 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
UNKNOWN
Destination
DETROIT,MI

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39
Biennial Flight Review
Current - NO
Months Since - 29
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	759
Last 24 Hrs	5
Make/Model-	293
Last 30 Days-	0
Instrument-	379
Last 90 Days-	61

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITH THE LANDING GEAR EXTENDED, THE AIRCRAFT IMPACTED WITH TREES IN A NEAR INVERTED ATTITUDE AND WAS DESTROYED. THE PILOT, WHO WAS THE SOLE OCCUPANT WAS SERIOUSLY INJURED. THERE WERE NO WITNESSES TO THE ACCIDENT AND THE PILOT COULD NOT REMEMBER THE EVENTS LEADING UP TO THE ACCIDENT. EXAMINATION OF THE AIRFRAME AND ENGINE DID NOT REVEAL ANY MALFUNCTIONS THAT WOULD HAVE PRECIPITATED THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1782

6/22/87

ERIE,MI

A/C Reg. No. N2386T

Time (Lc1) - 2230 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation UNKNOWN

Finding(s)
1. UNDETERMINED

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1781 6/30/87 JENISON, MI A/C Reg. No. N757UT Time (Lcl) - 2130 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	2
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
GRAND RAPIDS, MI
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

RIVERVIEW
Runway Ident - 32
Runway Lth/Wid - 3010/ 46
Runway Surface - ASPHALT
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 811
Make/Model-	593
Instrument-	72
Last 24 Hrs	- 1
Last 30 Days-	UNK/NR
Last 90 Days-	91

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON TAKEOFF ROLL, WHILE PRACTICING TOUCH AND GO LANDINGS, THE TRAINING FLIGHT COLLIDED WITH A DEER. THE INSTRUCTOR REPORTED THAT AFTER LANDING, FULL POWER WAS APPLIED FOR TAKEOFF AND DURING ROTATION, A DEER RAN ONTO THE RUNWAY AND COLLIDED WITH THE LEFT SIDE OF THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1781

6/30/87

JENISON,MI

A/C Reg. No. N757UT

Time (Lc1) - 2130 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)
 2. TOUCH-AND-GO LANDING - ATTEMPTED - PILOT IN COMMAND
 3. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND(CFI)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1602 9/03/87 LUDINGTON, MI A/C Reg. No. N7502G Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150L
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 310/007 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

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

MASON COUNTY

Runway Ident - 36

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 46

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 74	Last 24 Hrs	- 2
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Make/Model-	74	Last 30 Days-	UNK/NR
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Instrument-	4	Last 90 Days-	14
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Instrument Rating(s) - NONE

-----Narrative-----

DRG THE TAKEOFF ROLL, THE ACFT WENT OFF THE LEFT SIDE OF THE RWY. THE STUDENT RPRTD THE TAKEOFF ROLL SEEMED NORMAL UNTIL ROTATION, BUT WHEN THE NOSE WHEEL LIFTED OFF THE RWY, THE ACFT BEGAN TO VEER TO THE LEFT. HE STATED HE WAS UNABLE TO CORRECT THE SITUATION BY "USING RIGHT RUDDER OR TAPPING THE RIGHT BRAKE," SO HE REDUCED THE POWER TO "FULLY OFF AND TRIED TO RIDE HER OUT ON THE GRASS." HOWEVER, WHEN THE ACFT CROSSED A SHALLOW DITCH, THE PROP CONTACTED THE GND & THE ACFT NOSED OVER. TIRE MARKS WERE FND ON THE RWY FOR ABOUT 500', THEN THEY CONTD FOR APRX ANOTHER 200' UNTIL THE ACFT NOSED OVER. A POST ACDNT INSPN REVEALED THE BRAKES & WHEELS WERE IN SERVICEABLE COND. ALSO, THE PARKING BRAKE WAS OFF & THE BRAKES OPERATED NORMALLY. THE PLT RPRTD A QUARTERING X-WIND FM THE NORTHWEST AT 7 KTS.

Brief of Accident (Continued)

File No. - 1602

9/03/87

LUDINGTON, MI

A/C Reg. No. N7502G

Time (Lcl) - 1730 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 - NOT CORRECTED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

5. TERRAIN CONDITION - DITCH

Occurrence #3 NOSE OVER
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) 2,3

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. - 1607 9/25/87 TROY, MI A/C Reg. No. N7688F Time (Lcl) - 1410 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ROME0,MI	BIG BEAVER
Wind Dir/Speed- 340/008 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2400/ 40
Lowest Sky/Clouds - 4000 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 - 18	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 344
SE LAND,ME LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 60
		Instrument- 53
		Last 30 Days- UNK/NR
		Last 90 Days- 86
		Multi-Eng - 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG THE INITIAL CLIMB AFTER TAKEOFF, THE ENG LOST POWER. SUBSEQUENTLY, THE ACFT WAS DMGD DRG A FORCED LNDG WEST OF THE ARPT. DRG AN EXAM OF THE ACFT, 20 TO 25 GAL OF AVGAS WAS FND IN THE LEFT FUEL TANK; HOWEVER, THE RGT TANK HAD ONLY RESIDUAL FUEL REMAINING. THE FUEL SELECTOR WAS FND IN THE "OFF" POSITION & NO FUEL WAS FND IN THE CARBURETOR OR FUEL LINE TO THE ENG. ALSO, THE FUEL SYS WAS INTACT & NO LEAKS WERE FND IN THE SYS.

Brief of Accident (Continued)

File No. - 1607

9/25/87

TROY, MI

A/C Reg. No. N7688F

Time (Lcl) - 1410 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER USE OF - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1652 10/04/87 GRAND LEDGE, MI A/C Reg. No. N8705A Time (Lcl) - 1650 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH A35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1907
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 185 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- 240/006 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEAVER ISLAND, MI
Destination
SAME AS ACC/INC

Airport Proximity
ON AIRPORT

Airport Data

ABRAMS
Runway Ident - 27
Runway Lth/Wid - 3200/ 75
Runway Surface - ASPHALT
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 - 54
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - A35

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3060	Last 24 Hrs	- 3
Make/Model	- 109	Last 30 Days	- UNK/NR
Instrument	- 1000	Last 90 Days	- 15
Multi-Eng	- 700	Rotorcraft	- 6

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER RTRNG FM A X-COUNTRY FLT, THE PLT WAS ABOUT TO TURN DOWNWIND TO LAND WHEN THE ENG BEGAN TO LOSE POWER. HE MOVED THE FUEL SELECTOR FROM THE LEFT MAIN TO THE RGT MAIN PSN & PUMPED THE WOBBLE PUMP SVRL TIMES, BUT THE ENG DID NOT RESTART. HE THEN MOVED THE FUEL SELECTOR TO THE AUX PSN & USED THE WOBBLE PUMP AGAIN. HE SAW THE FUEL PRESSURE "JIGGLE", BUT THE ENG STILL DID NOT START. WHILE TRYING A RESTART, HE MANEUVERED THE ACFT TOWARD THE ARPT & EXTENDED THE LANDING GEAR; HOWEVER, HE WAS UNABLE TO GET ALIGNED WITH THE RWY WITH SUFFICIENT ALT. THE ACFT TOUCHED DOWN ON UNPREPARED TERRAIN ABOUT 15' FROM THE RWY. SUBSEQUENTLY, THE NOSE & RGT MAIN GEAR COLLAPSED. AFTER THE ACNT, FUEL WAS FND IN ALL TANKS. HOWEVER, WHEN THE FUEL LINES WERE DISCONNECTED FROM THE ELECTRIC FUEL PUMP, NO FUEL WAS FOUND. DRG AN INTERVIEW, THE PLT SAID HE DID NOT USE THE ELECTRICALLY OPERATED AUX PUMP WHILE ATTEMPTING A RESTART DRG THE EMERGENCY.

Brief of Accident (Continued)

File No. - 1652

10/04/87

GRAND LEDGE, MI

A/C Reg. No. N8705A

Time (Lc1) - 1650 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation APPROACH

Finding(s)

1. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #3 UNDERSHOOT
Phase of Operation APPROACH

Finding(s)

3. GEAR EXTENSION - PREMATURE - PILOT IN COMMAND

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1766 10/14/87 LANSING,MI A/C Reg. No. N9359Z Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

0

Pass

0

Serious

0

Minor

0

None

1

1

-----Aircraft Information-----

Make/Model - CESSNA TU-206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-520-M
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 6000 FT
Lowest Ceiling - 6000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
LANSING,MI
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - ILS-COMPLETE
STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

LANSING
Runway Ident - 27L
Runway Lth/Wid - 7250/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - TU-206

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 318 Last 24 Hrs - UNK/NR
Make/Model- 234 Last 30 Days- UNK/NR
Instrument- 69 Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

IMMEDIATELY AFTER TAKEOFF THE PLT NOTED STRONG PRESSURE ON THE RIGHT RUDDER. HE TRIMMED OUT THE RUDDER PRESSURE AND CONTINUED TO FLY IN THE LOCAL AREA. APPROACH FLARE AND TOUCHDOWN WERE NORMAL. WHEN THE NOSE WHEEL CONTACTED THE RUNWAY THE AIRPLANE VEERED SHARPLY TO THE LEFT, TIPPED TO THE RIGHT, AND DRAGGED THE RIGHT WING TIP RESULTING IN SUBSTANTIAL DAMAGE TO THE RIGHT WING. THE BOLT (AN3H3A) THAT HOLDS THE COLLAR (PN1243617-1) TO THE STRUT WAS FOUND BROKEN ALLOWING THE COLLAR TO BECOME LOOSE PREVENTING THE NOSEWHEEL FROM CENTERING WHEN AIRPLANE BECAME AIRBORNE. THE COCKED NOSEWHEEL RESULTED IN THE UNUSUAL RUDDER PRESSURE. EXAM OF THE FRACTURED SURFACE OF THE BOLT SHOWED THAT OXIDATION HAD REMOVED THE FRACTURE PATTERN. THE CAUSE OF THE BOLT FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1766

10/14/87

LANSING, MI

A/C Reg. No. N9359Z

Time (Lc1) - 2000 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR ASSEMBLY - FAILURE, PARTIAL
2. LANDING GEAR, NOSE GEAR ASSEMBLY - LOOSE
3. NOSEWHEEL STEERING - NOT POSSIBLE -
4. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1670 11/22/87 LAKE CITY, MI A/C Reg. No. N9817W Time (Lcl) - 1600 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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- 150/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

HOME ACRES SKY RANCH
Runway Ident - 18
Runway Lth/Wid - 2345/ 150
Runway Surface - GRASS/TURF
Runway Status - SNOW - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 54
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	140	Last 24 Hrs	-	4
Make/Model	-	90	Last 30 Days	-	UNK/NR
Instrument	-	3	Last 90 Days	-	65

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT INITIATED A TAKEOFF FROM A SNOW COVERED RUNWAY. DURING THE INITIAL GROUND RUN, HE LOST DIRECTIONAL CONTROL. SUBSEQUENTLY, THE AIRCRAFT RAN OFF THE SIDE OF THE RUNWAY & COLLIDED WITH TREES. THE PLT RPRTD THE WIND WAS FROM THE SOUTH AT 8 TO 10 KTS. APRX 20 MI ENE, THE 1553 EST HOUGHTON LAKE WIND WAS FROM 150 DEG AT 7 KTS.

Brief of Accident (Continued)

File No. - 1670

11/22/87

LAKE CITY, MI

A/C Reg. No. N9817W

Time (Lcl) - 1600 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. TERRAIN CONDITION - SNOW COVERED
2. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
5. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1772 12/30/87 EAST LANSING, MI A/C Reg. No. N1802Z Time (Lcl) - 2215 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries			
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 210-5	Eng Make/Model - CONTINENTAL IO-470S	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - UNK/NR	
No. of Seats - 6	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- 160/018 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point MASON, MI</p> <p>Destination EAST LANSING, MI</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data EAST LANSING</p> <p>Runway Ident - 09</p> <p>Runway Lth/Wid - 2530/ 180</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - ICE COVERED</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 - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - UNK/NR</p> <p>Flight Time (Hours)</p> <p>Total - 367</p> <p>Make/Model- 270</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 10</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS LANDED AT NIGHT ON RUNWAY 9 WHICH IS 2530' IN LENGTH WITH A 600' DISPLACED THRESHOLD. THIS RUNWAY WAS ICE COVERED AND WINDS WERE RECORDED 25 MINUTES BEFORE THE ACCIDENT AT A REPORTING FACILITY 5 NAUTICAL MILES WEST OF THE ACCIDENT SITE AS 160 DEGREES AT 18 KNOTS. THE AIRCRAFT WAS UNABLE TO STOP ON THE RUNWAY, EXITED THE DEPARTURE END, RAN ACROSS A ROAD, AND RAN INTO A DITCH.

Brief of Accident (Continued)

File No. - 1772

12/30/87

EAST LANSING, MI

A/C Reg. No. N1802Z

Time (Lc1) - 2215 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - ICY
 2. WEATHER CONDITION - CROSSWIND
 3. LIGHT CONDITION - NIGHT
 4. AIRSPEED - MISJUDGED - PILOT IN COMMAND
 5. DISTANCE - MISJUDGED - PILOT IN COMMAND
 6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1745 4/10/87 PINE CENTER, MN A/C Reg. No. N56721 Time (Lcl) - 0015 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-BUSINESS	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- PIPER PA-32-260	Eng Make/Model	- LYCOMING O-540-E4B5	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 260 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed - 250/006 KTS</p> <p>Visibility - 12.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - 25000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(BRIGHT)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SAINT PAUL, MN</p> <p>Destination</p> <p>PARK RAPIDS, MN</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - STRAIGHT-IN</p> <p>PRECAUTIONARY LANDING</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - DIRT</p> <p>Runway Status - HIGH VEGETATION</p> <p>SOFT</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 644</p> <p>Make/Model - 18</p> <p>Instrument - 46</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER NOTICING A LOSS IN OIL PRESSURE, THE PILOT INITIATED AN EMERGENCY LANDING IN A SWAMP. THE AIRCRAFT IMPACTED TREES AND RECEIVED SUBSTANTIAL DAMAGE. THE PILOT REPORTED MINOR INJURIES. SUBSEQUENT INVESTIGATION REVEALED THAT THE OIL SUMP CONTAINED SEVERAL METAL PIECES, SHAVINGS OF BEARING MATERIAL, THE HEAD PORTION OF A CONNECTING ROD BOLT, AND A SECTION OF THE OIL PUMP COUPLING TO THE AFT CRANKSHAFT GEAR. ONE OF THE TEETH ON THE IMPELLER OF THE OIL PUMP WAS FOUND TO HAVE COMPLETELY SEPARATED AND WEDGED BETWEEN THE IMPELLER AND THE OIL PUMP HOUSING.

Brief of Accident (Continued)

File No. - 1745

4/10/87

PINE CENTER, MN

A/C Reg. No. N56721

Time (Lcl) - 0015 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM, OIL PRESSURE PUMP - FAILURE, TOTAL
 2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)
 4. LIGHT CONDITION - NIGHT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1788

4/10/87

HENNING, MN

A/C Reg. No. N6384Z

Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -AERIAL APPLICATION

Fire

Crew

0

0

1

0

Flight Conducted Under -14 CFR 137

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-25

Eng Make/Model - LYCOMING O-320-A2B

ELT Installed/Activated - NO -N/A

Landing Gear - TAILWHEEL-ALL FIXED

Number Engines - 1

Stall Warning System - YES

Max Gross Wt - 2300

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 150 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 130/004 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED

Lowest Ceiling - 2000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BATTLE LAKE, MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 57

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1474

Make/Model- 1

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER EXPERIENCING A ROUGH RUNNING ENGINE THE PILOT INITIATED AN EMERGENCY LANDING. DURING THE OFF AIRPORT LANDING, THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE AND THE PILOT REPORTED MINOR INJURIES. THIS WAS THIS PILOT'S FIRST EXPERIENCE IN THIS TYPE OF AIRCRAFT. EXAMINATION OF THE AIRFRAME AND ENGINE DID NOT REVEAL ANY MALFUNCTIONS. THE PILOT STATED THAT THE POWER LOSS WAS SIMILAR TO THAT OF CARBURETOR ICE WHICH HE HAD EXPERIENCED BEFORE IN OTHER TYPES OF AIRCRAFT. THE AIRCRAFT WAS EQUIPPED WITH A CARBURETOR HEAT SWITCH, HOWEVER, THE PILOT COULD NOT LOCATE IT. HE STATED THAT THE AIRCRAFT STALLED WHILE HE WAS IN A TURN PREPARING TO LAND AT LOW ALTITUDE.

Brief of Accident (Continued)

File No. - 1788

4/10/87

HENNING,MN

A/C Reg. No. N6384Z

Time (Lcl) - 1815 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1743 5/14/87 NEW PRAGUE, MN A/C Reg. No. N6786D Time (Lcl) - 0835 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage					
	DESTROYED					
Type of Operation -AERIAL APPLICATION	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 137	ON GROUND	Pass	1	Serious	Minor	None
Accident Occurred During -MANEUVERING			0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G-2A	Eng Make/Model - LYCOMING VO-435-A1F	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 2850	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	NEW PRAGUE, MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 326/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 28000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1505
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - 47	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 70
		Rotorcraft - 1405

Instrument Rating(s) - NONE

-----Narrative-----

AFTER ABOUT A 5 MIN FLIGHT, THE HELICOPTER COLLIDED WITH THE GROUND DURING A DOWNWIND TURN ON AN AGRICULTURAL TURNAROUND. IMPACT WAS ON A HEADING OF 210 DEGREES. WIND WAS FROM 326 DEGREES AT 14 KTS, GUSTS TO 22 KTS. NO EVIDENCE WAS FOUND OF POWERPLANT, FLIGHT CONTROL, STRUCTURAL, OR SYSTEM MALFUNCTION DURING THE ON-SITE OR SUBSEQUENT AIRFRAME AND ENGINE EXAMINATION.

Brief of Accident (Continued)

File No. - 1743

5/14/87

NEW PRAGUE, MN

A/C Reg. No. N6786D

Time (Lc1) - 0835 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - TAILWIND
 4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

-----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. - 1742 5/15/87 DODGE CENTER, MN A/C Reg. No. NONE Time (Lcl) - 2010 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - AIR COMMAND UNKNOWN
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROTAX 447/3648630

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- 190/012 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

DODGE CENTER, MN

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 - 30

Biennial Flight Review

Current - NO

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 227

Make/Model- 0

Instrument- 0

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Instrument Rating(s) - NONE

-----Narrative-----

BEFORE FLT THE PILOT HAD STATED THAT HIS UNCERTIFIED AND UNREGISTERD GYROPLANE HAD A "LOT OF BUGS TO WORK OUT". AFTER T.O. AND FIVE MIN OF AIRWORK THE ACFT ENTERED A STEEP 90 DEGREE BANKED TURN AND THEN BEGAN TO TUMBLE. SHORTLY AFTER THE MAIN ROTOR SEPARATED. NO RECORD COULD BE FOUND OF TRAINING IN THIS TYPE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1742

5/15/87

DODGE CENTER,MN

A/C Reg. No. NONE

Time (Lcl) - 2010 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
4. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INADEQUATE TRAINING - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

5. ROTOR SYSTEM - SEPARATION

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) 1,3

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. - 1780 7/10/87 BETHEL/MSP,MN A/C Reg. No. N23JA Time (Lcl) - 1244 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

Crew

Pass

Fatal

0

1

Serious

1

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - GREAT LAKES ADAMS 2T-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2000
No. of Seats - 2

Eng Make/Model - CONTINENTAL IO-470-U
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/009 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 2500 FT SCATTERED

Lowest Ceiling - 20000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BLAINE,MN

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 46

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1350

Make/Model- 10

Instrument- 70

Last 24 Hrs - 0

Last 30 Days- UNK/NR

Last 90 Days- 22

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AMATEUR BUILT AIRCRAFT IMPACTED IN AN OPEN FARM FIELD. ALTHOUGH WITNESSES DID NOT AGREE ON THE ALTITUDE THE AIRCRAFT WAS FLYING AT, THEY ALL STATED THAT THE GREAT LAKES 2T-1 WAS SPINNING BEFORE IT COLLIDED WITH THE GROUND. ONE WITNESS INDICATED THAT THE AIRCRAFT WAS IN A FLAT SPIN. THE PLT, WHO HAD 10 HRS OF FLT EXPERIENCE IN THIS MAKE AND MODEL AIRCRAFT, COULD NOT RECALL THE EVENTS LEADING UP TO THE ACCIDENT. EXAMINATION OF THE WRECKAGE DID NOT REVEAL ANY EVIDENCE OF PREEXISTING DEFECTS OR MALFUNCTIONS OF THE AIRFRAME OR ENGINE.

Brief of Accident (Continued)

File No. - 1780

7/10/87

BETHEL/MSP,MN

A/C Reg. No. N23JA

Time (Lcl) - 1244 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
2. STALL - INADVERTENT - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1786

7/10/87

INT'L FALLS, MN

A/C Reg. No. N2006L

Time (Lcl) - 1320 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - TAYLORCRAFT F21A
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-62C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 118 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- 050/012 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
UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, SE SEA

Age - 46
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1680
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON INITIAL CLIMB THE AIRCRAFT ENCOUNTERED DOWNDRAFTS AND WAS UNABLE TO CLIMB OVER HIGH TERRAIN AND TREES. WHEN IT BECAME OBVIOUS TO THE PILOT THAT HE WAS NOT GOING TO BE ABLE TO CLIMB OVER THESE OBSTACLES, HE CLOSED THE THROTTLE AND ATTEMPTED TO TURN AWAY FROM LARGE TREES. THE AIRCRAFT IMPACTED ONE TREE AND THE GROUND.

Brief of Accident (Continued)

File No. - 1786

7/10/87

INT'L FALLS, MN

A/C Reg. No. N2006L

Time (Lc1) - 1320 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. CLIMB - NOT MAINTAINED - PILOT IN COMMAND
3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

5. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1700 7/12/87 NEW BRIGHTON, MN A/C Reg. No. N5027E Time (Lcl) - 0950 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 4	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE

-----Aircraft Information-----

Make/Model - CESSNA 180
Landing Gear - FLOAT
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 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- 240/009 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 1300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
UNK/NR

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, SE SEA

Age - 73
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2809
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- 7
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE FLOATPLANE START A CLIMBING LEFT TURN SHORTLY AFTER BECOMING AIRBORNE FROM A WATER TAKEOFF. THE AIRCRAFT'S RIGHT WING DROPPED AND THE AIRCRAFT DROVE INTO THE WATER WHERE IT STRUCK THE SURFACE RIGHT WING FIRST, FLIPPED INVERTED AND SANK. THE AIRCRAFT CAME TO REST SUBMERGED AND SUSPENDED UPSIDE DOWN FROM THE FLOATS WHICH REMAINED ON THE SURFACE. ALL FIVE OCCUPANTS DIED BY DROWNING IN THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1700

7/12/87

NEW BRIGHTON, MN

A/C Reg. No. N5027E

Time (Lcl) - 0950 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - EXCEEDED
 2. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 3. OVER CONFIDENCE IN AIRCRAFT'S ABILITY - PILOT IN COMMAND
 4. STALL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. TERRAIN CONDITION - WATER
 6. MISC EQPT/FURNISHINGS, LIFEVEST - NOT INSTALLED
-

-----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) 3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1773 12/26/87 REDWOOD FALLS, MN A/C Reg. No. N704XX Time (Lcl) - 1139 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew 0
NONE Pass 0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 210/013 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CAMBRIDGE, MN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

REDWOOD FALLS MUNI.
Runway Ident - 12
Runway Lth/Wid - 4000/ 75
Runway Surface - ASPHALT
Runway Status - SNOW - COMPACTED

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - UNK/NR
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 41 Last 24 Hrs - 1
Make/Model- 41 Last 30 Days- UNK/NR
Instrument- 2 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

WIND WAS 210 DEGREES AT 13 KNOTS WHEN THE STUDENT PILOT ATTEMPTED A LANDING ON SNOW COMPACTED RUNWAY 12. THE STUDENT STATED THAT A GUST OF WIND PUSHED THE AIRCRAFT SIDWAYS AND IT STRUCK A SNOWBANK WHEN IT EXITED THE RUNWAY TO THE LEFT.

Brief of Accident (Continued)

File No. - 1773

12/26/87

REDWOOD FALLS,MN

A/C Reg. No. N704XX

Time (Lc1) - 1139 CST

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. TERRAIN CONDITION - SNOW COVERED
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SNOWBANK
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1760 4/04/87 KANSAS CITY,MO A/C Reg. No. N3695B Time (Lcl) - 1803 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
Pass	0	0	1	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
ON GROUND

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 6
Landing Gear - UNK/NR
Max Gross Wt - 900
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 020/006 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
KANSAS CITY,MO
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

FREE BALLOON

Age - 33
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - FIRE FL

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 62	Last 24 Hrs	- UNK/NR
Make/Model-	62	Last 30 Days-	1
Instrument-	0	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT LIFT-OFF AND CLIMBOUT WERE NORMAL BUT, SHORTLY THEREAFTER, THE FUEL PILOT LIGHT BEGAN TO FAIL CONTINUOUSLY UNTIL THE BURNER FLAMED OUT. THE PASSENGERS WERE BRIEFED AND THE CHASE VEHICLE WAS CONTACTED BY CB RADIO BEFORE THE PLT CLIMBED UP ON THE SIDE OF THE BASKET IN AN UNSUCCESSFUL ATTEMPT TO RE-IGNITE THE FUEL BURNER'S PILOT LIGHT. PASSENGERS STATED THAT THE PLT ORDERED THEM TO LAY ON THE FLOOR OF THE BASKET PRIOR TO IMPACT AS SHE TRIED TO ARREST THE BALLOON'S DESCENT WITH THE EMERGENCY BURNER. THE BALLOON LANDED HARD IN AN OPEN FIELD, BOUNCED, THEN SLID ON THE TURF FOR APPROX 150 FEET BEFORE SNAGGING A BARBED WIRE FENCE. A POST-CRASH FIRE ERUPTED WHEN THE BALLOON,S ENVELOPE DRAPED ACROSS POWERLINES. THE PIC STATED THAT THE EMERGENCY PROCEDURES WERE HANDLED IN ACCORDANCE WITH THE AIRCRAFT'S FLIGHT MANUAL.

Brief of Accident (Continued)

File No. - 1760

4/04/87

KANSAS CITY,MO

A/C Reg. No. N3695B

Time (Lcl) - 1803 CST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB

Finding(s)

1. BALLOON EQUIPMENT,HEATER SYSTEM - ERRATIC
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. PROCEDURE INADEQUATE,CONDITION(S)/STEP(S) INSUFFICIENTLY DEFINED - MANUFACTURER
 3. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. TERRAIN CONDITION - OPEN FIELD
-

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation OTHER

Finding(s)

5. OBJECT - FENCE
 6. WEATHER CONDITION - UNFAVORABLE WIND
-

Occurrence #5 FIRE
Phase of Operation OTHER

Finding(s)

7. OBJECT - WIRE,TRANSMISSION
-

----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) 2,3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1655 7/19/87 KANSAS CITY, MO

A/C Reg. No. N6603H

Time (Lcl) - 1702 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2220
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 190/018 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANHATTAN, KS
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

KANSAS CITY INTL
Runway Ident - 19
Runway Lth/Wid - 10801/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 320	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- 19
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER LNDG, THE PIC WAS CLRD TO TAXI TO THE G/A RAMP. HE WAS NOT AWARE OF THE NEW G/A RAMP & PROCEEDED TOWARD THE OLD RAMP. HE SAW A LARGE ACFT COMING FROM THE OPPOSITE DRCTN ON THE SAME TWY, SO HE MODIFIED HIS ROUTE BY SELECTING ANOTHER WAY. MISTAKENLY, HE SELECTED A VEHICULAR ROAD. AFTER HE WAS ON THE ROAD, HE REALIZED THE SITUATION & PROCEEDED TO THE NEXT INTERSECTION. HOWEVER, AFTER TRAVELING A SHORT DISTANCE, THE ACFT'S RGT WING HIT A STEEL SIGN, WHICH THE PLT HAD NOT SEEN. ON 4/22/87 (DATE OF LAST FLT MED), THE PLT RPRTD HE HAD A TOTAL FLT TIME OF 320 HRS.

Brief of Accident (Continued)

File No. - 1655

7/19/87

KANSAS CITY, MO

A/C Reg. No. N6603H

Time (Lcl) - 1702 CDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. INSTRUCTIONS, WRITTEN/VERBAL - NOT UNDERSTOOD - PILOT IN COMMAND
 2. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
 3. OBJECT - SIGN
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1648 7/19/87 HIGHRIDGE, MO

A/C Reg. No. N275FS

Time (Lcl) - 1115 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	1	0	0
Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - ROTORWAY EXEC
Landing Gear - SKID
Max Gross Wt - 1285
No. of Seats - 2

Eng Make/Model - ROTOWAY ROTOR MAT
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 152 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/010 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FENTON, MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PVT HELIPAD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 44
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 800
Make/Model- 260
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 60
Rotorcraft - 460

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THE HELICOPTER ENCTRD HI DENSITY ALTITUDE PROBLEMS AS IT WAS MOVING OUT OF GROUND EFFECT DRG TAKEOFF. SUBSEQUENTLY, THE HELICOPTER SETTLED INTO TREES, THEN CRASHED TO THE GROUND IN AN INVERTED ATTITUDE. THE TEMP & DEW POINT WERE 90 & 77 DEG, RESPECTIVELY. THE DENSITY ALTITUDE WAS ESTIMATED TO BE ABOUT 2400 FT. ALSO, THE HELICOPTER WAS NEAR ITS MAXIMUM GROSS WEIGHT LIMIT.

Brief of Accident (Continued)

File No. - 1648

7/19/87

HIGHRIDGE, MO

A/C Reg. No. N275FS

Time (Lcl) - 1115 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
3. OBJECT - TREE(S)
4. CLEARANCE - 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) 1,4

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. - 1622 8/08/87 ST CHARLES, MO A/C Reg. No. N3891P Time (Lcl) - 1120 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	1	0	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - BURKHOLDER Q-2	Eng Make/Model - REVMaster/VW 2100	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CAHOKIA, IL	ST CHARLES CO
Wind Dir/Speed- 160/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - 17000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- HAZE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 323
SE LAND	Months Since - 14	Make/Model- 77
HELICOPTER	Aircraft Type - C-150	Instrument- 2
		Last 24 Hrs - 0
		Last 30 Days- 8
		Last 90 Days- 10
		Rotorcraft - 29

Instrument Rating(s) - NONE

-----Narrative-----

DRG TAKEOFF, THE ENG BEGAN TO RUN ROUGH AT AN ESTD ALT OF 50 TO 100 FT AGL & WOULD NOT DEVELOPED ENOUGH POWER TO MAINT FLT. SUBSEQUENTLY, AS THE PLT WAS LNDG IN A SOYBEAN FIELD, THE ACFT FLIPPED OVER & CAME TO REST IN AN UPRIGHT ATTITUDE. A TEARDOWN OF THE ENG REVEALED THE PUSH ROD FOR THE LEFT FORWARD EXHAUST VALVE HAD BECOME DISENGAGED (MIS-ALIGNED) FROM ITS RESPECTIVE ROCKER ARM SOCKET, ALLOWING THE EXHAUST VALVE TO REMAIN IN THE CLOSED POSITION. THE REVMaster/VW ENG HAD A TOTAL FLT TIME OF 76.5 HRS.

Brief of Accident (Continued)

File No. - 1622

8/08/87

ST CHARLES, MO

A/C Reg. No. N3891P

Time (Lcl) - 1120 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, PUSH ROD - DISENGAGED
 2. MAINTENANCE - IMPROPER - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - CROP
 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. - 1797 8/08/87 CHILLICOTHE, MO A/C Reg. No. N8569H Time (Lcl) - 1620 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
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 - NORTH AMERICAN NAVION
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3233
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-3

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 185 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- UNK/NR

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TRENTON, MO

Destination

BOONVILLE, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

NONE

Age - UNK/NR

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - NO MEDICAL

Flight Time (Hours)

Total - UNK/NR

Make/Model- UNK/NR

Instrument- 0

Multi-eng - 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS FERRYING THE NAVION TO A DISTANT LOCATION TO UNDERGO AN ANNUAL INSP. ABT 20 MIN INTO THE FLT, THE PIC RPTD EXPERIENCING ENG PBLMS. THE PIC WAS ABLE TO FLY TO A NEARBY ARPT FOR A PRECAUTIONARY LNDG. INSTEAD OF MAKING THE LNDG THE PIC WENT AROUND TO GAIN A BETTER ANGLE FOR THE LNDG. WHILE IN THE PATTERN, THE PIC FELT THAT THE ROUGH RUNNING ENG WOULD NOT ALLOW THE ACFT TO REACH THE ARPT AND HE INTENTIONALLY STALLED THE ACFT INTO TREES SHORT OF THE RWY. A SUBSEQUENT INSP OF THE ACFT REVEALED THAT THE ENG CARB WAS LEAKING FUEL. EACH TIME THE PIC ADVANCED THE THROTTLE, FUEL LEAKED FM THE CARB RESULTING IN A DEGRADATION OF AVAILABLE ENG PWR. THE PLT WAS NOT RATED AND POSSESSED NO MEDICAL CERTIFICATE.

Brief of Accident (Continued)

File No. - 1797

8/08/87

CHILLICOTHE, MO

A/C Reg. No. N8569H

Time (Lcl) - 1620 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, CARBURETOR - LEAK
2. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -

Occurrence #2 \FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. GO-AROUND - MISJUDGED - UNQUALIFIED PERSON
4. STALL - UNCONTROLLED - UNQUALIFIED PERSON

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1800 9/19/87 FESTUS,MO A/C Reg. No. N13568 Time (Lcl) - 1600 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	0	0	1	1
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-DESCENT	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	- 2220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	FESTUS,MO	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	FESTUS MUNI
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 36
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	Type of Clearance	- 2200/ 50
Obstructions to Vision	- NONE	Runway Surface
Precipitation	Type Apch/Lndg	- ASPHALT
Condition of Light	- TRAFFIC PATTERN	Runway Status
		- DRY

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 435
SE LAND	Months Since - 3	Last 24 Hrs - 1
	Aircraft Type - B95	Make/Model- 128
		Last 30 Days- UNK/NR
		Instrument- 54
		Last 90 Days- 117
		Multi-Eng - 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS GIVING INST TO A PVT PLT WHO WAS UNDERGOING A BIENNIAL FLT REVIEW. THE PVT PLT CMPLTD THE MANEUVERS AND RET TO THE ARPT. THE LNDG WAS ABORTED AND A GO-AROUND WAS MADE. THE CFI TOOK CONTROL AND EXECUTED ANOTHER APPCH. THE PVT PLT WAS TO MONITOR AN AIRSPD OF 70 MPH RECMND BY THE CFI AS THE APPROPRIATE APPCH SPD. THE CFI INTENDED THE PVT PLT TO FOLLOW THIS LEAD ON THE NEXT LNDG. THE CFI ADJUSTED FLAPS FM 30 TO 40 DEG'S ON SHORT FINAL AND ADDED SOME PWR TO MAINTAIN 70 MPH INDICATED. THE CFI THEN STATED HE ENCOUNTERED WHAT HE PERCEIVED AS WIND SHEAR IN THE VICINITY OF HEAVY WOODS NEAR THE RWY APPROACH. WINDS WERE FM 300 DEG MAG AT 13 KTS CREATING A X-WIND LNDG COMPONENT. THE CFI STATED THAT HE ADDED PWR AND CHGD ACFT PITCH ATTITUDE, TO ARREST THE DESCENT. THE ACFT SUBSEQUENTLY IMPACTED UNEVEN TERRAIN SHORT OF THE RWY. THE TREES HAVE BEEN TARGETED FOR REMVL FOR SOMETIME. LCL PILOTS WERE AWARE OF THE DANGER, BUT WINDESPREAD KNOWLEDGE OF IT IS NOT. THE TREES REMAIN TO THIS DATE.

Brief of Accident (Continued)

File No. - 1800

9/19/87

FESTUS,MO

A/C Reg. No. N13568

Time (Lc1) - 1600 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - DOWNDRAFT
4. DISTANCE - MISJUDGED - PILOT IN COMMAND(CFI)
5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
6. ALTITUDE - MISJUDGED - PILOT IN COMMAND(CFI)
7. GO-AROUND - NOT SELECTED - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

8. TERRAIN CONDITION - ROUGH/UNEVEN
9. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1707 10/04/87 CHURCH HILL, MS A/C Reg. No. N9202T Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PORT GIBSON, MS	
Wind Dir/Speed- 080/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 576
SE LAND	Months Since - 6	Make/Model- 78
	Aircraft Type - 172C	Instrument- 3
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 98

Instrument Rating(s) - NONE

-----Narrative-----

WHILE IN CRUISE FLIGHT AT 1,000 FT, THE ENG LOST POWER. THE PLT PERFORMED A FORCED LANDING IN A SOFT FIELD AND DURING THE LANDING ROLL, THE ACFT HIT A DIRT BANK, NOSED OVER, AND CAME TO REST INVERTED. POST CRASH EXAMINATION OF THE FUEL SYSTEM REVEALED THAT EACH TANK CONTAINED APRX 2 QUARTS OF WATER.

Brief of Accident (Continued)

File No. - 1707

10/04/87

CHURCH HILL, MS

A/C Reg. No. N9202T

Time (Lc1) - 1030 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL
1. FLUID, FUEL - WATER
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1779 8/14/87 LUMBERTON, NC A/C Reg. No. N23193 Time (Lcl) - 1535 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 Crew
NONE Pass

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/006 KTS
Visibility - 7.0 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
LUMBERTON, NC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 50
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - 152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1090 Last 24 Hrs - UNK/NR
Make/Model- 60 Last 30 Days- UNK/NR
Instrument- 5 Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

THE ENG LOST POWER AND THE PLT ATTEMPTED AN OFF ARPT LANDING. THE ACFT NOSED OVER DURING THE LANDING ROLL. RECORDS INDICATED THAT THE ACFT HAD BEEN REFUELED TWO DAYS PRIOR TO THE ACCIDENT. SINCE THAT TIME IT HAD BEEN FLOWN THREE AND ONE TENTH HOURS PRIOR TO THIS FLIGHT. THE LOSS OF POWER OCCURRED ABOUT ONE HOUR AFTER TAKEOFF. THE PLTS PREFLIGHT DID NOT INCLUDE VISUALLY CHECKING THE FUEL IN THE ACFT FUEL TANKS. NO FUEL WAS FOUND IN THE CARBURETOR AND EACH TANK CONTAINED LESS THAN ONE GALLON OF AUTOMOTIVE FUEL.

Brief of Accident (Continued)

File No. - 1779

8/14/87

LUMBERTON, NC

A/C Reg. No. N23193

Time (Lcl) - 1535 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL
1. FLUID, FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1714 8/18/87 AURORA, NC A/C Reg. No. N5561U Time (Lcl) - 2230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

2

None

0

0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 150 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - ACFT RADIO

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 220/002 KTS

Visibility - 6.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

MELFA, VA

Destination

BAYBORO, NC

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 - WATER

Runway Status - WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 55

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 - 669

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 DITCHED THE AIRCRAFT AFTER RUNNING OUT OF FUEL WHILE EN ROUTE TO BAYBORO, NC. THE FLIGHT HAD DEPARTED EARLIER IN THE DAY AND HAD FLOWN TO MELFA, VA. THE PILOT DID NOT FUEL THE AIRCRAFT BEFORE STARTING THE FLIGHT AND OVER FLEW SEVERAL POSSIBLE REFUELING LOCATIONS. THE FLIGHT DEPARTED BAYBORO, NC WITH LESS THAN 36 GALLONS OF FUEL, AND THE PILOT HAD FLOWN 3.8 HOURS PRIOR TO THE ENGINE FAILURE. THE PILOT'S FAILURE TO FILE A FLIGHT PLAN RESULTED IN THE SEARCH FOR THE DOWNED AIRCRAFT BEING DELAYED SEVERAL HOURS. THERE WAS NO RECORD OF THE PILOT MAKING A MAYDAY CALL NOR DID HE TRANSMIT 7700 ON THE TRANSPONDER. THE TWO PASSENGERS WERE RESCUED BY A FERRY BOAT ABOUT 13 HOURS AFTER THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1714

8/18/87

AURORA,NC

A/C Reg. No. N5561U

Time (Lcl) - 2230 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL

Phase of Operation CRUISE - NORMAL

1. FLUID,FUEL - EXHAUSTION

2. REFUELING - NOT PERFORMED - PILOT IN COMMAND

3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

5. TERRAIN CONDITION - WATER,ROUGH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1777 9/27/87 WINSTON SALEM, NC A/C Reg. No. N2488C Time (Lc1) - 1300 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries
Serious
0
0

Minor
0
0

None
1
0

-----Aircraft Information-----

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 112 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 - TOUCH AND GO

Airport Proximity
ON AIRPORT

Airport Data

SMITH REYNOLDS
Runway Ident - 33
Runway Lth/Wid - 6654/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 20
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)
Total - 37 Last 24 Hrs - 1
Make/Model- 27 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT WAS PERFORMING TOUCH AND GO LANDINGS AS PART OF HIS SUPERVISED SOLO TRAINING. THE AIRCRAFT LANDED HARD AND BOUNCED TWICE BEFORE COMING TO REST WITH A COLLAPSED NOSE GEAR. EXAMINATION OF THE AIRFRAME DISCLOSED EXTENSIVE CRUSHING DAMAGE TO THE AIRCRAFT'S UNDERCARRIAGE AND FIREWALL. THE STUDENT PILOT DID NOT REPORT ANY AIRCRAFT PROBLEMS.

Brief of Accident (Continued)

File No. - 1777

9/27/87

WINSTON SALEM, NC

A/C Reg. No. N2488C

Time (Lcl) - 1300 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - PREMATURE - PILOT IN COMMAND
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1734 5/01/87 HAMPTON, NH A/C Reg. No. N3993P Time (Lcl) - 1535 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During - APPROACH - GO-AROUND (VFR)			0	0	0	1	1

-----Aircraft Information-----

Make/Model - STEARMAN PT-17	Eng Make/Model - CONTINENTAL W670-6A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2700	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	SHIRLEY, MA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	HAMPTON, NH	HAMPTON
Wind Dir/Speed- 310/015 KTS	ATC/Airspace	Runway Ident - 20
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2100/ 180
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1140
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 269
		Instrument- 12
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON FINAL APPROACH, THE PLT STATED THAT THE ACFT ENCOUNTERED A MODERATE CROSSWIND. AT ABT MID-FIELD, THE PLT ELECTED TO MAKE A GO-AROUND, HOWEVER, DUE TO WINDSHEAR AND/OR DOWNDRAFTS, THE ACFT WAS UNABLE TO CLIMB. THE STEARMAN COLLIDED WITH SEVERAL TALL TREES OFF THE END OF THE RWY AND CAME TO REST AT THE BASE OF ONE OF THEM.

Brief of Accident (Continued)

File No. - 1734

5/01/87

HAMPTON, NH

A/C Reg. No. N3993P

Time (Lcl) - 1535 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. GO-AROUND - DELAYED - PILOT IN COMMAND
 5. PROPER CLIMB RATE - NOT ATTAINED -
 6. OBJECT - TREE(S)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1765 1/25/87 PRINCETON, NJ A/C Reg. No. N4837P Time (Lcl) - 1100 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

NONE

Crew

Pass

0

0

0

0

0

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-N2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 108 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 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 - TRAFFIC PATTERN

Airport Proximity

ON AIRPORT

Airport Data

PRINCETON

Runway Ident - 28

Runway Lth/Wid - 3100/ 60

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 39

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 55

Make/Model- 55

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LEVELED OFF AT A HIGHER THAN NORMAL ALTITUDE DURING LANDING. HE ATTEMPTED TO SLOW THE DESCENT RATE BY ADDING POWER. THE AIRCRAFT DRIFTED TO THE LEFT AND THE PILOT CONTEMPLATED ABORTING THE LANDING. BEFORE HE COULD INITIATE ADDING POWER, HOWEVER, THE LEFT WHEEL CAUGHT IN THE SNOW AND FLIPPED THE AIRCRAFT OVER.

Brief of Accident (Continued)

File No. - 1765

1/25/87

PRINCETON,NJ

A/C Reg. No. N4837P

Time (Lc1) - 1100 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SNOWBANK
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

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. - 1633

5/09/87

CALDWELL, NJ

A/C Reg. No. N9374V

Time (Lcl) - 1918 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	1	0
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 - MOONEY M20F
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/010 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
CALDWELL, NJ
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ESSEX COUNTY
Runway Ident - 27
Runway Lth/Wid - 3721/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 37

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 698	Last 24 Hrs	- 0
Make/Model-	524	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

DRG A NGT TAKEOFF, THE ENG LOST PWR SHORTLY AFTER LIFT-OFF & THE PLT CHOSE AN AREA AWAY FROM BLDGS & OBSTRUCTIONS FOR AN EMERG LANDING. HOWEVER, DRG THE LANDING, THE ACFT WAS EXTENSIVELY DAMAGED. AN EXAM REVEALED THE RGT FUEL TANK WAS EMPTY & THE LEFT TANK HAD ONLY RESIDUAL FUEL REMAINING. THE FUEL INJECTOR WAS DAMAGED DRG THE ACDNT. AFTER IT WAS REPLACED, THE ENG OPERATED SATISFACTORILY DRG A TEST RUN.

Brief of Accident (Continued)

File No. - 1633

5/09/87

CALDWELL,NJ

A/C Reg. No. N9374V

Time (Lc1) - 1918 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID,FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

4. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1628 5/16/87 ATLANTIC CITY,NJ A/C Reg. No. N734EM Time (Lcl) - 1700 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire
NONE

Crew
Pass

Fatal
0
0

Injuries

Serious
0
0

Minor
0
0

None
1
1

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/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- 180/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
OCEAN CITY,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

BADER FIELD
Runway Ident - 11
Runway Lth/Wid - 2950/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 31

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 96 Last 24 Hrs - 1
Make/Model- 12 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO A WITNESS, THE ACFT WAS HI & FAST ON FINAL APCH TO LND & TOUCHED DOWN NOSEWHEEL 1ST IN A X-WIND. DRG THE LNDG, THE ACFT BOUNCED, THEN DRIFTED TO THE LEFT & TOUCHED DOWN ON WET GRASS BESIDE THE RWY. SUBSEQUENTLY, THE LEFT MAIN WHEEL STRUT HIT A RWY MARKER & COLLAPSED. BEFORE COMING TO REST, THE LEFT WING & LEFT HORIZONTAL STABILIZER WERE ALSO DAMAGED.

Brief of Accident (Continued)

File No. - 1628

5/16/87

ATLANTIC CITY,NJ

A/C Reg. No. N734EM

Time (Lcl) - 1700 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 3. FLARE - IMPROPER - PILOT IN COMMAND
 4. RECOVERY FROM BOUNCED LANDING - INITIATED - PILOT IN COMMAND
 5. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR,MAIN GEAR - OVERLOAD
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

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. - 1732 5/16/87 TOMS RIVER, NJ A/C Reg. No. N9443W Time (Lcl) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

	Fatal	Serious	Minor	None
	0	0	0	1
	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 280/006 KTS
Visibility - 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 - STOP AND GO

Airport Proximity
ON AIRPORT

Airport Data

R. J. MILLER
Runway Ident - 24
Runway Lth/Wid - 5949/ 80
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 35
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 341	Last 24 Hrs	- UNK/NR
Make/Model-	143	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT WAS INVOLVED IN SHORT FIELD LANDING PRACTICE. ON THE THIRD LANDING, THE PILOT ALLOWED THE AIRCRAFT TO STALL ABOVE THE RUNWAY SURFACE AND THEN TOUCH DOWN HARD, DAMAGING THE OUTBOARD SECTIONS OF THE WINGS.

Brief of Accident (Continued)

File No. - 1732

5/16/87

TOMS RIVER, NJ

A/C Reg. No. N9443W

Time (Lc1) - 1900 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. STALL - NOT CORRECTED - PILOT IN COMMAND
2. FLARE - MISJUDGED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1724 8/23/87 CUBERO,NM A/C Reg. No. N5247V Time (Lcl) - 2158 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT - NORMAL

Aircraft Damage

DESTROYED

Fire

ON GROUND

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
GLENDALE,AZ

Destination
ALBUQUERQUE,NM

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 24
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total - 181 Last 24 Hrs - 1
Make/Model- 79 Last 30 Days- UNK/NR
Instrument- 10 Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RCVD A WX BRIEFING PRIOR TO DEPARTURE. VFR FLT WAS NOT RECOMMENDED BY THE BRIEFER. N5247V DEPARTED AT 2005 HRS AND AT 2200 HRS THE PLT RADIOED ABQ ARTCC THAT HE WAS DESCENDING FROM 9000 FT TO 7500 FT TO AVOID WX. ARTCC RADAR TRACK WAS LOST SHORTLY THEREAFTER. THE TERRAIN ELEVATION IN THE AREA RANGES FROM 7500 FT TO OVER 8700 FT. THE ACFT IMPACTED THE TERRAIN AT THE 7800 FT LEVEL. THE PVT PLT DID NOT HOLD AN INSTR RATING.

Brief of Accident (Continued)

File No. - 1724

8/23/87

CUBERO,NM

A/C Reg. No. N5247V

Time (Lc1) - 2158 MDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - DARK NIGHT
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - NORMAL

8. TERRAIN CONDITION - HIGH TERRAIN
9. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
10. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,9

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1725

5/02/87

VALATIE,NY

A/C Reg. No. N2442A

Time (Lcl) - 1345 EDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -FROST CTRL.

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROBINSON R-22B

Landing Gear - SKID

Max Gross Wt - 1300

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 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- 150/010 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

SPRING VALLEY,NY

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION
ROUGH

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

HELICOPTER

Age - 31

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2298

Make/Model- 88

Instrument- 99

Last 24 Hrs - 9

Last 30 Days- UNK/NR

Last 90 Days- 29

Rotorcraft - 1889

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ROBINSON R-22B TOOK OFF FROM A OPEN FIELD, TRAVELED 600 FEET AND STRUCK SUSPENDED UTILITY LINES AT APPROXIMATELY 25-30 FT. AFTERWARD, THE HELICOPTER WAS LANDED SUCCESSFULLY. OTHER LINES WERE APPROXIMATELY 1000 FT FROM THE DEPARTURE POINT. THE PILOT WAS AWARE OF THE MORE DISTANT LINES, HOWEVER, HE WAS NOT AWARE OF THE CLOSER SET OF LINES.

Brief of Accident (Continued)

File No. - 1725

5/02/87

VALATIE,NY

A/C Reg. No. N2442A

Time (Lc1) - 1345 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. IMPROPER USE OF PROCEDURE,VISUAL/AURAL DETECTION - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. 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) 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. - 1653	5/16/87	HONEYE FALLS, NY	A/C Reg. No. N6298A	Time (Lcl) - 0909 EDT
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-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	3

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL O-470-L	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRSTRIP
Method - UNK/NR	MONTICELLO, NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HONEYE FALLS
Wind Dir/Speed- 190/007 KTS	ATC/Airspace	Runway Ident - 01
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1695/ 90
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 636
SE LAND	Months Since - 9	Make/Model- 581
	Aircraft Type - UNK/NR	Instrument- 19
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS LANDED ON A 1695 FT TURF RUNWAY WITH DEW COVERED GRASS THAT WAS APRX 3 INCHES TALL. AFTER TOUCHDOWN, THE PLT APPLIED BRAKES, BUT THE ACFT SKIDDED ABOUT 1000 FT, WENT OFF THE DEP END OF THE RWY & COLLIDED WITH A TRAILER. THE TRAILER WAS MOVED ABOUT 15 FT BY IMPACT. APRX 11 MI NNW AT ROCHESTER, THE 0854 WIND WAS FROM 190 DEG AT 7 KTS. THE ARPT/FACILITY DIRECTORY NOTED "RWY 01: TREES."

Brief of Accident (Continued)

File No. - 1653

5/16/87

HONEOYE FALLS,NY

A/C Reg. No. N6298A

Time (Lc1) - 0909 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - WET
6. GO-AROUND - NOT PERFORMED -

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

7. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1629 6/06/87 SPECULATOR,NY A/C Reg. No. N8118 Time (Lcl) - 1000 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-18
Landing Gear - FLOAT
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-A2A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 58
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 628	Last 24 Hrs	- 3
Make/Model-	202	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD BEEN PRACTICING SHORT WATER TAKEOFFS WITH FULL FLAPS. AFTER SVCG THE ACFT WITH A FULL LOAD OF FUEL, HE BEGAN A TAKEOFF WITH 20 DEG OF FLAPS & GOT THE FLOAT PLANE ON THE STEP. HE RPRTD THAT AS HE WAS APPLYING FULL FLAPS, THE ACFT ENCTRD A GUST OF WIND. HE BELIEVED THAT AT THAT TIME, HE "DID NOT CLICK IN FULL FLAPS" BUT EASED OFF THE FLAPS. SUBSEQUENTLY, THE ACFT STALLED & CONTACTED THE WATER, DAMAGING THE LEFT WING TIP, LEFT REAR PONTON STRUT & THE HORIZONTAL PONTON SPREADER BARS. THE PLT RPRTD THE WIND WAS FROM THE NORTHWEST AT 15 GUSTING 20 KTS.

Brief of Accident (Continued)

File No. - 1629

6/06/87

SPECULATOR, NY

A/C Reg. No. N8118

Time (Lc1) - 1000 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - HIGH WIND
2. TERRAIN CONDITION - WATER, ROUGH
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
5. RAISING OF FLAPS - INADVERTENT - PILOT IN COMMAND
6. AIRSPEED - INADEQUATE - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

Finding(s)

8. TERRAIN CONDITION - WATER, ROUGH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1719 6/26/87 ELLENVILLE,NY A/C Reg. No. N722DD Time (Lcl) - 1340 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 3	0	0	0
Accident Occurred During -CLIMB					

-----Aircraft Information-----

Make/Model - CESSNA 182P	Eng Make/Model - CONTINENTAL O-470-R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 230 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEWBURG,NY	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - IMC	SYRACUSE,NY	Runway Ident - N/A
Wind Dir/Speed- 110/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 4.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- HAZE		
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)
COMMERCIAL	Current - YES	Total - 8500
SE LAND,ME LAND,SE SEA	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH RISING TERRAIN IN A MOUNTAINOUS AREA OF MINNEWASKA STATE PARK WHILE CLIMBING TO CRUISE ON A VFR FLIGHT. THE CRASH SITE WAS ABOUT 1,430 FEET HIGHER IN ELEVATION THAN THE DEPARTURE AIRPORT. THE WEATHER AT THE DEPARTURE AIRPORT WAS 1000 FEET BROKEN, 2000 FEET OVERCAST. PARK RANGERS SAID THE MOUNTAINTOPS WERE OBSCURED IN THE AFTERNOON ON THE ACCIDENT DATE. THE SPECIALIST AT THE POUGHKEEPSIE FSS STATED THAT AFTER HE COPIED THE PLT'S REQUESTED IFR FLT PLAN, HE ASKED IF THE PLT WANTED A WX BRIEF. THE PLT REPLIED NO AND ACCORDING TO THE SPECIALIST, HUNG UP THE PHONE. ABOUT TWO MINUTES AFTER BEING GIVEN TAXI INSTRUCTIONS AND PUTTING HIS CLEARANCE ON REQUEST, THE PLT WAS ADVISED THAT THERE WAS NO FLT PLAN STORED AND HE WOULD HAVE TO COME IN AND FILE ONE. SHORTLY THEREAFTER, THE PLT REQUESTED A VFR DEPARTURE AND WAS CLEARED FOR TKOF.

Brief of Accident (Continued)

File No. - 1719

6/26/87

ELLENVILLE, NY

A/C Reg. No. N722DD

Time (Lcl) - 1340 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - LOW CEILING
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1601 7/16/87 DANSVILLE, NY A/C Reg. No. N7684J Time (Lcl) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-28-180	Eng Make/Model - LYCOMING IO-360-B1E	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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- 360/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	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 - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 435
SE LAND	Months Since - 14	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 350
		Instrument- 10
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ABOUT 5 MIN AFTER TAKING OFF, THE ENG BEGAN RUNNING ROUGH, THEN LOST POWER & WOULD NOT RESTART. SUBSEQUENTLY, THE ACFT WAS DAMAGED DRG AN EMERG LNDG IN A POTATO FIELD. THE ACFT WAS MOVED BEFORE AVIATION INSPECTORS ARRIVED. NO FUEL WAS FND IN THE FUEL PUMPS, INJECTORS, FUEL STRAINER OR LINES TO THE ENG; HOWEVER, SUFFICIENT FUEL WAS RPRTD TO BE REMAINING IN THE FUEL TANKS. THE PLT HAD WASHED THE ACFT JUST PRIOR TO THE FLT. HE SUGGESTED THE POWER LOSS MAY HAVE BEEN FROM MOISTURE OR CLOGGED FUEL VENTS. NO REASON WAS FND FOR A FUEL SYS CAVITATION AND/OR LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1601

7/16/87

DANVILLE, NY

A/C Reg. No. N7684J

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

2. TERRAIN CONDITION - SOFT
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

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. - 1679 7/16/87 KENT,OH

A/C Reg. No. N95469

Time (Lcl) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Fire

Crew

Flight Conducted Under -14 CFR 91

NONE

Pass

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

KENT STATE
Runway Ident - 19
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 240/008 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - 4000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)			
Total	-	19	Last 24 Hrs - 2
Make/Model-	19	Last 30 Days-	15
Instrument-	1	Last 90 Days-	19

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS ON HIS THIRD SOLO FLIGHT. AS HE WAS FLARING TO LAND, THE AIRCRAFT BALLOONED TWICE AND HE INITIATED A RECOVERY BY ADDING POWER. HOWEVER, THE AIRPLANE SETTLED AND CONTACTED THE RUNWAY WITH THE NOSEWHEEL FIRST, DAMAGING AN ENGINE MOUNT & BLOWING OUT THE NOSEWHEEL TIRE.

Brief of Accident (Continued)

File No. - 1679

7/16/87

KENT, OH

A/C Reg. No. N95469

Time (Lcl) - 1400 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1639 8/15/87 RAVENNA, OH A/C Reg. No. N6898Z Time (Lc1) - 1030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-60-602P	Eng Make/Model - LYCOMING IO-540-AA1A5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	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	ELYRIA, OH	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	RAVENNA, OH	PORTAGE COUNTY
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 75
Lowest Sky/Clouds - 25000 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 4747
SE LAND, ME LAND, SE SEA	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - PA-23	Make/Model - 72
		Instrument - 461
		Last 30 Days - UNK/NR
		Last 90 Days - 93
		Multi-Eng - 907

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT DRG A LNDG ON RWY 27, THE ACFT TOUCHED DOWN JUST SHORT OF THE RWY LIP. HE STATED THAT THE RGT MAIN GEAR HIT A HOLE IN THE GRASS ABOUT 25 FT SHORT OF THE RWY, THEN HIT THE LIP. SUBSEQUENTLY, THE RGT MAIN GEAR FAILED & THE ACFT VEERED OFF THE RGT SIDE OF THE RWY & HIT A RWY LIGHT BEFORE COMING TO REST.

Brief of Accident (Continued)

File No. - 1639

8/15/87

RAVENNA, OH

A/C Reg. No. N6898Z

Time (Lc1) - 1030 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
2. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD

Occurrence #4 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

7. OBJECT - RUNWAY LIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1715 8/29/87 PUT IN BAY, OH A/C Reg. No. N9784M Time (Lcl) - 1730 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -PERSONAL	Fire	Crew	Fatal	0	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	None
Accident Occurred During -TAXI			0	0	0	1
						3

-----Aircraft Information-----

Make/Model - MOONEY M20F	Eng Make/Model - LYCOMING IO-360-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2740	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination PONTIAC, MI	Airport Data PUT-IN-BAY
Completeness - N/A	ATC/Airspace	Runway Ident - 22
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2870/ 30
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - CONCRETE
Visibility - 20.0 SM	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4172
SE LAND,ME LAND	Months Since - 9	Make/Model- 54
	Aircraft Type - C-150L	Instrument- 53
		Multi-Eng - 80
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HEARD A LOUD "SNAP" WHILE TAXIING TO THE RWY, AND THE LDG GEAR COLLAPSED IMMEDIATELY THEREAFTER. THE PLT OBSERVED THAT THE GEAR HANDLE WAS STILL IN THE DOWN-AND-LOCKED POSITION AND THAT THE GREEN "GEAR DOWN" LIGHT REMAINED ILLUMINATED. FAA EXAM OF THE MANUALLY OPERATED LDG GEAR SYSTEM REVEALED THAT THE GEAR HANDLE/LEVER ASSY HAD CRACKED AND SEPARATED WHERE IT WAS WELDED TO A CROSS MEMBER. METALLURGICAL EXAM OF THE FRACTURE SURFACES REVEALED EVIDENCE OF BENDING OVERSTRESS SEPARATION. EXAM OF THE ACFT MAINTENANCE RECORDS REVEALED THAT THE LDG GEAR HAD BEEN RE-RIGGED ABOUT 11 FLT HRS BEFORE THE ACCIDENT OCCURRED. THE ACFT MAINTENANCE MANUAL NOTES THAT THE OVERCENTER CONFIGURATION OF THE RETRACTION LINKAGE HOLDS THE GEAR DOWN AND LOCKED, AND WARNS THAT IMPROPER GEAR RIGGING CAN RESULT IN A GEAR COLLAPSE DURING TAXIING OR LDG.

Brief of Accident (Continued)

File No. - 1715

8/29/87

PUT IN BAY,OH

A/C Reg. No. N9784M

Time (Lc1) - 1730 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR,GEAR LEVER - CRACKED
2. LANDING GEAR,GEAR LEVER - SEPARATION
3. LANDING GEAR,GEAR LEVER - OVERLOAD
4. MAINTENANCE,ADJUSTMENT - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 COMPLETE GEAR COLLAPSED
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. - 1758 9/04/87 PAINESVILLE, OH A/C Reg. No. N3992A Time (Lcl) - 1435 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - TOMISHIN W-8
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 1

Eng Make/Model - LYCOMING O-235-C1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 108 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- 360/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

FULL STOP
PRECAUTIONARY LANDIN

Airport Proximity
ON AIRPORT

Airport Data

CONCORD AIRPARK
Runway Ident - 20
Runway Lth/Wid - 2200/ 75
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 81
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1600
Make/Model- 67
Instrument- 0
Last 24 Hrs - 0
Last 30 Days- 4
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT/OWNER OF THE HOMEBUILT AIRCRAFT WAS MAKING A LOCAL FLIGHT TO DETERMINE THE FLT CHARACTERISTICS WITH A LARGER WING INSTALLED ON THE ACFT. THE PLT REPORTED THAT WHILE IN FLIGHT AN OIL LEAK DEVELOPED FROM THE AREA OF THE PROPELLER. THE OIL COATED THE WINDSHIELD AND OBSCURED HIS VISION. HE ELECTED TO ATTEMPT A LDG ON THE SOD SURFACE TO THE RIGHT OF THE RWY. THE PLT REPTD THAT DURING LANDING ROLL, THE ACFT DRIFTED INTO A PLOWED FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1758

9/04/87

PAINESVILLE, OH

A/C Reg. No. N3992A

Time (Lcl) - 1435 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - LEAK

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
3. VISUAL LOOKOUT - RESTRICTED -
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1649 9/05/87 LEBANON, OH A/C Reg. No. N3970S Time (Lcl) - 2025 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	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

BROWNIES LEBANON
Runway Ident - 27
Runway Lth/Wid - 2110/ 37
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 29
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 97
Last 24 Hrs - 1
Make/Model- 4
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

A WITNESS RPRTD THE ACFT WAS HI & FAST ON FINAL APCH. THE PLT STATED HE LANDED THE ACFT LONG & FAST & WAS UNABLE TO STOP ON THE REMAINING RWY. SUBSEQUENTLY, THE ACFT IMPACTED A DITCH BEYOND THE DEP END OF THE RWY & THE NOSE GEAR COLLAPSED. BEFORE THE ACFT CAME TO REST, THE VERTICAL STABILIZER CONTACTED AN OVERHEAD TELEPHONE LINE. THE PLT RPRTD HE HAD ONLY 3.5 HRS OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1649

9/05/87

LEBANON, OH

A/C Reg. No. N3970S

Time (Lcl) - 2025 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. LIGHT CONDITION - DUSK
2. AIRSPEED - MISJUDGED - PILOT IN COMMAND
3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
6. 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)

7. TERRAIN CONDITION - DITCH

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

Factor(s) relating to this accident is/are finding(s) 1,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1650 9/10/87 SALEM, OH A/C Reg. No. N80ET Time (Lcl) - 1045 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	1	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - TAKEOFF						

-----Aircraft Information-----

Make/Model - BUSHBY MUSTANG II	Eng Make/Model - LYCOMING O-320-E2A	ELT Installed/Activated - NO	-N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 1500	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 2	Rated Power - 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	SALEM AIRPARK
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 10L
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2616/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2582
SE LAND, ME LAND	Months Since - 11	Last 24 Hrs - 1
	Aircraft Type - BE-35	Make/Model- 22
		Last 30 Days- 12
		Instrument- 70
		Last 90 Days- 20
		Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

A COML PLT (PIC IN THE LEFT SEAT) WAS PROVIDING A FAMILIARIZATION FLT FOR A PVT PLT (COPLT IN THE RGT SEAT). THE PIC ALLOWED THE RGT SEAT PLT TO MAKE THE TAKEOFF. THE PIC RPRTD THAT AFTER THE ACFT LIFTED OFF & CLIMBED ABOUT 5 TO 10 FT, THE RGT WING DIPPED & THE ACFT VEERED TO THE RGT. THE ACFT CONTACTED THE GROUND ON THE RGT SIDE OF THE RWY, BECAME AIRBORNE AGAIN, THEN TOUCHED DOWN AGAIN. SUBSEQUENTLY, IT HIT UNEVEN TERRAIN & TREES AND WAS EXTENSIVELY DAMAGED.

Brief of Accident (Continued)

File No. - 1650

9/10/87

SALEM, OH

A/C Reg. No. N80ET

Time (Lcl) - 1045 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - COPILOT/SECOND PILOT
2. AIRCRAFT CONTROL - NOT MAINTAINED - COPILOT/SECOND PILOT
3. LACK OF FAMILIARITY WITH AIRCRAFT - COPILOT/SECOND PILOT
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

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) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1728

9/13/87

FREMONT, OH

A/C Reg. No. N3651Q

Time (Lcl) - 1703 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	2	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH A23-24
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-A2B
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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
FREMONT

Wind Dir/Speed- 280/010 KTS
Visibility - 20.0 SM

Lowest Sky/Clouds - 5500 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 - STRAIGHT-IN
FORCED LANDING

Runway Ident - 27
Runway Lth/Wid - 4015/ 40
Runway Surface - DIRT
Runway Status - HIGH VEGETATION
ROUGH

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 362

Make/Model- 5

Instrument- 38

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 5

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ENG LOST PWR SHORTLY AFTER TKOF. A FORCED LNDG WAS MADE IN A FIELD WHERE THE ACFT IMPACTED A DITCH. POST-CRASH EXAM OF THE ACFT ENGINE REVEALED WATER AND SOLID CONTAMINATION IN THE FUEL INJECTOR SERVO. THE PLT HAD RECENTLY PURCHASED THE ACFT. THE ACFT REPORTEDLY LAST RECEIVED AN ANNUAL INSPECTION 11 MONTHS EARLIER AND ALMOST 7 YRS HAD ELAPSED SINCE THE PREVIOUS ANNUAL INSPECTION. THERE WERE TWO ADULTS AND FOUR CHILDREN ON BOARD.

Brief of Accident (Continued)

File No. - 1728

9/13/87

FREMONT, OH

A/C Reg. No. N3651Q

Time (Lcl) - 1703 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, INJECTOR - CONTAMINATION
 2. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

3. TERRAIN CONDITION - OPEN FIELD
 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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1727 9/30/87 MANSFIELD, OH

A/C Reg. No. N29GC

Time (Lcl) - 1145 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Fire	0	0	0	1
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

-----Aircraft Information-----

Make/Model - ENSTROM F-28A
Landing Gear - SKID
Max Gross Wt - 1950
No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-C1A
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 205 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 320/015 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2300 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

MANSFIELD LAHM MUNICIPAL

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - UNK/NR

Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

HELICOPTER ,GLIDER

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - 35B

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 683

Make/Model- 490

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- 28

Last 90 Days- 42

Rotorcraft - 512

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE HELICOPTER MADE AN UNCOMMANDED TURN TO THE RIGHT AND ROLLED TO THE LEFT AS SHE WAS HOVER-TAXIING AWAY FROM THE HANGAR TOWARD THE TAKEOFF AREA. THE ACFT SUBSEQUENTLY IMPACTED THE TERRAIN AND CAME TO REST ON ITS LEFT SIDE. POST-CRASH EXAM OF THE ACFT REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION. INVESTIGATION REVEALED THAT THE WIND AT THE TIME WAS BLOWING FROM 320 DEG AT 15 KTS GUSTING TO 22 KTS, AND THAT THE HELO LIFTOFF POINT WAS ON THE DOWNWIND SIDE OF THE HANGAR. THE FAA BASIC HELICOPTER HANDBOOK AC61-13B NOTES THAT TURBULENCE IS LIKELY TO BE FOUND NEAR THE GROUND OF THE DOWNWIND SIDE OF BLDGS WHENEVER THE WIND VELOCITY EXCEEDS 10 MPH (8.7 KTS).

Brief of Accident (Continued)

File No. - 1727

9/30/87

MANSFIELD, OH

A/C Reg. No. N29GC

Time (Lcl) - 1145 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAXI - AERIAL

Finding(s)

1. WEATHER CONDITION - GUSTS
2. WEATHER CONDITION - TURBULENCE
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - AERIAL

----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. - 1791 10/09/87 SEBRING,OH A/C Reg. No. N2802R Time (Lcl) - 1910 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries	
	Fire	Crew 0	Serious 0	Minor 0
Type of Operation -INSTRUCTIONAL	IN FLIGHT	Pass 0		None 2
Flight Conducted Under -14 CFR 91				
Accident Occurred During -APPROACH				

-----Aircraft Information-----

Make/Model - PIPER PA-28R-200	Eng Make/Model - LYCOMING IO-360-C1C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2900	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	TRI-CITY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - UNK/NR
Obstructions to Vision- NONE	FORCED LANDING	
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)
COMMERCIAL	Current - YES	Total - 314
SE LAND	Months Since - 4	Make/Model- 55
	Aircraft Type - PA-28	Instrument- 83
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON FINAL APPCH TO LAND, A FIRE BROKE OUT IN THE AIRPLANE ENGINE COMPARTMENT. THE COMMERCIAL PLT AND HIS INSTRUCTOR EVACUATED THE AIRPLANE AFTER LDG AND THE AIRPLANE WAS DESTROYED BY THE FIRE. THE ACFT WAS SUBSEQUENTLY EXAMINED BY AN IA MECHANIC WHO REPORTED THAT HE FOUND A SUSPICIOUS HOLE (OR SPLIT) IN THE FUEL LINE RUNNING FROM THE FUEL INJECTOR SERVO TO THE FUEL PRESSURE GAUGE. HE ALSO STATED THAT THE FIRE APPEARED TO HAVE ORIGINATED IN THE ENGINE COMPARTMENT. HE BASED THIS ON THE REPORT OF FLAMES BEFORE LANDING, THE SPEED WITH WHICH THE FIRE SPREAD, "AND THE FACT THAT THE PILOTS TURNED OFF THE MASTER BUT NOT THE FUEL SUPPLY, POINT TOWARD A FUEL FIRE."

Brief of Accident (Continued)

File No. - 1791

10/09/87

SEBRING, OH

A/C Reg. No. N2802R

Time (Lc1) - 1910 EDT

Occurrence #1

FIRE

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. FUEL SYSTEM, LINE - FAILURE, PARTIAL
2. EMERGENCY PROCEDURE - INADEQUATE - PILOT IN COMMAND (CFI)

Occurrence #2

FORCED LANDING

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1755 10/26/87 COLUMBUS, OH

A/C Reg. No. N11GL

Time (Lcl) - 2014 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 337C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-360C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 210 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 110/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5500 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

PORT COLUMBUS INTL.
Runway Ident - 13
Runway Lth/Wid - 5001/ 150
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 33
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 543
Make/Model- 66
Instrument- 78
Multi-Eng - 74
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC RPTED REAR ENG QUIT AFTER TAKE-OFF. FUEL SELECTOR FOUND ON RIGHT MAIN TANK WHICH WAS EMPTY. PROP WAS NOT FEATHERED AND LANDING GEAR WAS FOUND IN TRANSIENT POSITION AFTER CRASH. OWNERS MANUAL CAUTIONS AGAINST HIGHER DRAG WITH GEAR IN TRANSIT DUE TO LARGE GEAR DOORS AND LESS SINGLE ENGINE CAPABILITY WITH FRONT ENGINE. PIC STARTED TURN BACK TO ARPT IMMEDIATELY AFTER ENGINE FAILURE. MINIMAL SINGLE ENGINE CAPABILITY WAS FURTHER DEGRADED BY NON-PERFORMANCE OF EMERGENCY PROCEDURE, PREMATURE MANEUVERING, AND DELAYED GEAR RETRACTION. THE ACFT WAS NOT ABLE TO MAINTAIN ALTITUDE AND, AFTER UNSUCCESSFULLY ATTEMPTING TO RESTART THE REAR ENGINE, THE PLT SELECTED A FORCED LANDING AREA. ON FINAL, POWER LINES WERE OBSERVED AND IN AN EFFORT TO AVOID THEM, TWO UTILITY POLES WERE STRUCK.

Brief of Accident (Continued)

File No. - 1755

10/26/87

COLUMBUS, OH

A/C Reg. No. N11GL

Time (Lc1) - 2014 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. 1 ENGINE -
 2. FLUID, FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. MANEUVER - IMPROPER - PILOT IN COMMAND
 5. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
 6. PROPELLER FEATHERING - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. OBJECT - UTILITY POLE
-

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) 2,3,4,5,6

Factor(s) relating to this accident is/are finding(s) 7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1657 6/21/87 CHELSEA,OK A/C Reg. No. N51267 Time (Lcl) - 1417 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	1	0	0
Pass	0	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150J
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - 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- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PVT STRIP
Runway Ident - 17
Runway Lth/Wid - 1450
Runway Surface - GRASS/TURF
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
NONE

Age - 53
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)	
Total - UNK/NR	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-RATED PLT ATTEMPTED A DOWNWIND TAKEOFF FROM A 1450' PVT GRASS STRIP. THE STRIP WAS SOFT FROM RECENT RAIN & CONTAINED GRASS & WEEDS WHICH WERE 6 TO 7 INCHES HI. AFTER TAKING OFF, THE ACFT WOULD NOT CLIMB FAST ENOUGH TO CLEAR OBSTACLES. SUBSEQUENTLY, IT COLLIDED WITH A TREE & POWER LINES. THE PLT HAD ACQUIRED A STUDENT CERTIFICATE ON 12/29/72, WHICH HAD NEVER BEEN ENDORSED FOR SOLO FLT. HIS FLT TIME WAS NOT RPRTD. APRX 5 YRS HAD ELAPSED SINCE THE ACFT HAD AN ANNUAL INSPN. REGULAR (AUTO) FUEL WAS BEING USED IN THE ACFT W/O AN STC.

Brief of Accident (Continued)

File No. - 1657

6/21/87

CHELSEA,OK

A/C Reg. No. N51267

Time (Lcl) - 1417 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
4. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED -
5. FLUID, FUEL GRADE - IMPROPER
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - HIGH VEGETATION
8. AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - SOFT
9. WEATHER CONDITION - TAILWIND
10. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
11. OBJECT - TREE(S)
12. OBJECT - WIRE, TRANSMISSION
13. CLEARANCE - NOT ATTAINED - 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) 1,6,10,13

Factor(s) relating to this accident is/are finding(s) 2,3,4,7,8,9,11,12

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1723 7/13/87 JENKS,OK A/C Reg. No. N1976T Time (Lcl) - 2120 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	2	0	0
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MEMPHIS,TN	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	TULSA,OK	RIVERSIDE
Wind Dir/Speed- 330/004 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - VFR	Runway Surface - MACADAM
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate - NON-VALID MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 172
SE LAND	Months Since - 12	Make/Model- 50
	Aircraft Type - PA28181	Instrument- 4
		Last 24 Hrs - 3
		Last 30 Days- 6
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

ALTHOUGH IT WAS DETERMINED THAT THE ENGINE FAILED DUE TO FUEL EXHAUSTION, THE EXACT SEQUENCE OF EVENTS THAT LED TO THIS EVENT WAS NOT DETERMINED. THE PILOT REPORTED THAT THE AIRCRAFT WAS OUT OF FUEL OVER THE RADIO AND NO FUEL WAS FOUND IN THE AIRCRAFT. THERE WAS NO EVIDENCE OF FUEL LEAKAGE FOUND AT THE CRASH SITE.

Brief of Accident (Continued)

File No. - 1723

7/13/87

JENKS,OK

A/C Reg. No. N1976T

Time (Lc1) - 2120 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - POOR - PILOT PASSENGER
4. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT PASSENGER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. LIGHT CONDITION - NIGHT
7. OBJECT - WIRE,TRANSMISSION

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

Factor(s) relating to this accident is/are finding(s) 6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1698 9/10/87 TILLAMOOK,OR A/C Reg. No. N9484R Time (Lcl) - 1535 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Fire	1	0	0	0
Crew				
Pass	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 - CESSNA TR182
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3300
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-L3C5D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 210/008 KTS
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SCAPP00SE,OR
Destination
TILLAMOOK,OR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

TILLAMOOK
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 - 45

Biennial Flight Review

Current - YES
Months Since - 4
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	547	Last 24 Hrs -	1
Make/Model-	18		Last 30 Days-	19
Instrument-	51		Last 90 Days-	98

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG ARRIVAL, THE PLT WAS CLEARED FOR AN NDB-A APCH & RECEIVED APPROVAL TO CHANGE TO THE LOCAL ADZY FREQ. AFTER THAT, THERE WAS NO FURTHER RADIO COMM WITH THE ACFT. RADAR DATA SHOWED THE ACFT CROSSED OVER THE INITIAL APCH FIX (IAF) & BEGAN A RGT OUTBOUND TURN TOWARD THE PROCEDURE TURN AREA. RADAR CONTACT WAS LOST ABT 3 MI WEST OF THE IAF. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. IT WAS FND THE NEXT DAY WHERE IT HAD CRASHED IN MOUNTAINOUS TERRAIN AT AN ELEV OF ABT 1100'. IMPACT OCCURRED IN A STEEP NOSE DOWN, LEFT WING DOWN ATTITUDE. NO PREIMPACT PART FAILURE/MAL-FUNCTION OF THE ACFT OR ENG WAS FND. PERSONNEL AT THE ARPT (ELEV 35') ESTD THE WX WAS ABOUT 1000' OVERCAST, 5 MI VIS WITH LIGHT RAIN & FOG. A HELICOPTER PLT, WHO WAS SEARCHING FOR THE DOWNED ACFT, RPRTD THE MTNS & HILLS IN THE AREA WERE OBSCURED BY CLOUDS. HE WAS UNABLE TO REACH THE AREA OF THE CRASH SITE ON THE DAY OF THE ACDNT DUE TO RAIN & FOG.

Brief of Accident (Continued)

File No. - 1698

9/10/87

TILLAMOOK, OR

A/C Reg. No. N9484R

Time (Lc1) - 1535 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1689 9/30/87 GOLD BEACH,OR A/C Reg. No. N32RL Time (Lcl) - 1435 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier -AVANTAIR	DESTROYED		Fatal	Injuries		
Type of Operation -NON SCHED,DOMESTIC,PAX/CARGO	Fire	Crew	0	Serious	Minor	None
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0	1
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH A100	Eng Make/Model - P&W TPE-331-6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 10600	Engine Type - TURBOPROP	
No. of Seats - 15	Rated Power - 680 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- CALM</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>SANTA ANA,CA</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 - FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>GOLD BEACH MUNI</p> <p>Runway Ident - 34</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,ATP,CFI</p> <p>SE LAND,ME LAND,SE SEA</p> <p>GLIDER</p>	<p>Age - 64</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 0</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 22266</p> <p>Make/Model- 2500</p> <p>Instrument- 2011</p> <p>Multi-Eng - 8085</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 97</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER THE AIRCRAFT TOUCHED DOWN ON THE RUNWAY, THE RIGHT MAIN GEAR COLLAPSED. DESPITE THE PILOT'S ATTEMPTS TO CORRECT THE SITUATION WITH LEFT RUDDER AND BRAKING, THE AIRCRAFT VEERED TO THE RIGHT OF THE RUNWAY AND COLLIDED WITH A BUILDING. SHORTLY AFTER IT STRUCK THE BUILDING, A FIRE ERUPTED, WHICH TOTALLY CONSUMED THE AIRCRAFT AND THE BUILDING. DUE TO THE SEVERITY OF THE FIRE, THE FRACTURE SURFACES OF THE RIGHT LANDING GEAR WERE OBLITERATED.

Brief of Accident (Continued)

File No. - 1689

9/30/87

GOLD BEACH,OR

A/C Reg. No. N32RL

Time (Lcl) - 1435 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

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

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1720 10/07/87 CANBY,OR

A/C Reg. No. N4112J

Time (Lcl) - 1800 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1700
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 - 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
MULINON,OR
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)
STUDENT

Age - 43
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- UNK/NR	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT A REDUCED POWER SETTING, WHILE MANEUVERING, A LOSS OF POWER OCCURRED. AN INADVERTENT STALL WAS THEN ENTERED. THE STUDENT PILOT IS LEGALLY DEAF, BUT THE STALL WARNING SYSTEM INCORPORATED A RED STALL WARNING LIGHT. AFTER THE STALL OCCURRED THE AIRCRAFT DESCENDED INTO THE TREES. THE REASON FOR THE ENGINE FAILURE COULD NOT BE DETERMINED.

Brief of Accident (Continued)

File No. - 1720

10/07/87

CANBY,OR

A/C Reg. No. N4112J

Time (Lcl) - 1800 PDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

Finding(s)

1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

2. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

3. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1634

3/21/87

DU BOIS, PA

A/C Reg. No. N67911

Time (Lcl) - 1407 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 152

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1670

No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 110 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 040/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEAVER FALLS, PA

Destination

DU BOIS, PA

Airport Proximity

ON AIRPORT

Airport Data

DU BOIS-JEFFERSON COUNTY

Runway Ident - 07

Runway Lth/Wid - 5505/ 100

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)

STUDENT

Age - 27

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	35	Last 24 Hrs	-	0
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Make/Model-	35	Last 30 Days-	UNK/NR
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Instrument-	1	Last 90 Days-	15
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT INITIATED A TOUCH-&-GO LANDING ON RWY 7 WITH A LEFT, QUARTERING HEADWIND. HE RPRTD THAT WHEN THE ACFT WAS AT ABOUT 10 FT AGL WITH THE LEFT WING "DIPPED" INTO THE WIND, THE LEFT WING & NOSE DROPPED & THE PLANE IMPACTED THE RWY. THE ACFT THEN VEERED OFF THE LEFT SIDE OF THE RWY. DRG THE OCCURRENCE, THE ENG MOUNTS, NOSEWHEEL ATTACH POINT & PROP WERE DAMAGED. THE STUDENT RPRTD THE WIND WAS FROM 040 DEG AT 10 GUSTING 17 KTS.

Brief of Accident (Continued)

File No. - 1634

3/21/87

DU BOIS, PA

A/C Reg. No. N67911

Time (Lcl) - 1407 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. FLARE - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING

Finding(s)

5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1763 5/05/87 PALMYRA, PA A/C Reg. No. N78506 Time (Lcl) - 1750 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

REIGLE FIELD
Runway Ident - 31
Runway Lth/Wid - 1955/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 22
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 - 8
Make/Model- 8
Instrument- 0
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT EXPERIENCED UP AND DOWNDRAFTS WHILE ON APPROACH FOR LANDING AT REIGLE AIRPORT. THE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL DURING ROLL OUT, RAN OFF THE LEFT SIDE OF THE RUNWAY, AND ACROSS A GRASS FIELD. THE ACFT THEN NOSED OVER WHEN THE NOSE WHEEL DUG INTO THE WET EARTH AT THE EDGE OF A DIRT FARM FIELD.

Brief of Accident (Continued)

File No. - 1763

5/05/87

PALMYRA, PA

A/C Reg. No. N78506

Time (Lc1) - 1750 EDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 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) 1,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1733 5/08/87 JULIAN, PA A/C Reg. No. CGPIK Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
	Fatal	Serious	Minor	None	
Crew	0	1	0	0	
Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model - PIK 20
Landing Gear - HULL
Max Gross Wt - 880
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - UNK/NR
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - 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 - 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)
UNK/NR

GLIDER

Age - 55
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NO MEDICAL
Flight Time (Hours)

Total	- 2100	Last 24 Hrs	- UNK/NR
Make/Model	- 1123	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- 23
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER WAS ASSEMBLED AND ALL CONTROLS CHECKED FOR FREEDOM OF MOVEMENT PRIOR TO TAKEOFF. DURING INITIAL TAKEOFF AND CLIMB, WHILE IN TOW, THE ACFT PITCHED NOSE UP ABRUPTLY BREAKING THE TOW ROPE. THE ACFT WAS THEN OBSERVED TO TURN RIGHT AND NOSE DOWN INTO THE GROUND. EXAM OF THE WRECKAGE REVEALED THAT THE PUSH/PULL CONTROL ROD WAS NOT CONNECTED TO THE ELEVATOR BALL JOINT.

Brief of Accident (Continued)

File No. - 1733

5/08/87

JULIAN,PA

A/C Reg. No. CGPIK

Time (Lc1) - 1130 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. GLIDER LAUNCH/TOW EQUIPMENT - OVERLOAD
 2. FLIGHT CONTROL,ELEVATOR ATTACHMENT - DISCONNECTED
 3. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1630 5/17/87 JEANETTE, PA A/C Reg. No. N3886E Time (Lcl) - 1350 EDT

-----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	0

-----Aircraft Information-----

Make/Model - AERONCA 11AC
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 2

Eng Make/Model - CONTINENTAL A-65-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 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- 140/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

PITTSBURGH
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT	
Flight Time (Hours)	
Total	539
Last 24 Hrs	0
Make/Model	357
Last 30 Days	UNK/NR
Instrument	0
Last 90 Days	9

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT PUT SMALL CHOCKS UNDER THE WHEELS, THEN BEGAN TO HAND PROP THE ENG WITH NO ONE AT THE CONTROLS. THE ENG STARTED, & BEFORE THE PLT COULD REACH THE COCKPIT, THE ACFT MADE SVRL 360 DEG TURNS & SUBSEQUENTLY ROLLED INTO TREES.

Brief of Accident (Continued)

File No. - 1630

5/17/87

JEANETTE, PA

A/C Reg. No. N3886E

Time (Lcl) - 1350 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)
1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)
2. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1631 5/17/87 READING, PA

A/C Reg. No. N4387X

Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2050
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 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- 240/008 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
BALLY, PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRPORT

Airport Data

READING
Runway Ident - 31
Runway Lth/Wid - 6350/ 150
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 184	Last 24 Hrs	- UNK/NR
Make/Model-	12	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	4
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE PLT, THE ACFT TOUCHED DOWN (DRG LNDG) ABOUT 10 FT RGT OF THE RWY CENTERLINE. HE STATED THAT AFTER THE ACFT ROLLED ABOUT 50 YDS, HE HEARD A "BUMP" & THE ACFT VEERED RGT. HOWEVER, THE TOWER CONTROLLER STATED THAT THE ACFT TOUCHED DOWN IN THE GRASS ON THE RGT SIDE OF THE RWY. SUBSEQUENTLY, IT HIT A RWY DISTANT MARKER WITH THE RGT WING, WENT UP ON ITS NOSE & CAME TO REST IN THE GRASSY AREA. THE WIND HAD BEEN VARIABLE FROM 240 TO 300 DEG AT 7 TO 14 KTS. JUST BEFORE LNDG, THE WIND WAS FROM 240 DEG AT 8 KTS.

Brief of Accident (Continued)

File No. - 1631

5/17/87

READING, PA

A/C Reg. No. N4387X

Time (Lcl) - 1515 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - IMPROPER - PILOT IN COMMAND
 4. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1636 6/07/87 VERA CRUZ, PA A/C Reg. No. N7426Q Time (Lcl) - 1200 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries		
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During - LANDING			0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 182	Eng Make/Model - CONTINENTAL D-470-R	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
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	OCEAN CITY, NJ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	BENTON, PA	Runway Ident - N/A
Wind Dir/Speed- 345/010 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 - VFR	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 - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 485
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 10
	Aircraft Type - UNK/NR	Make/Model- 20
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE EN ROUTE AT 3500 FT, THE ENG BEGAN TO VIBRATE. ABOUT 1 MIN LATER, OIL STARTED COVERING THE WINDSHIELD & THE COCKPIT BEGAN FILLING WITH SMOKE. HE SHUT DOWN THE ENG & LOOKED FOR A PLACE TO LAND. BEFORE LANDING, HE RESTARTED THE ENG, BUT THE OIL & SMOKE BECAME WORSE, SO HE SHUT IT DOWN AGAIN. WHILE LANDING IN A FARMER'S FIELD, THE LANDING GEAR HIT AN UNSEEN FURROW & WAS DAMAGED. AN EXAM OF THE ENG REVEALED THE #5 PISTON HAD FAILED, WHICH RESULTED IN A PUNCTURED CASE.

Brief of Accident (Continued)

File No. - 1636

6/07/87

VERA CRUZ, PA

A/C Reg. No. N7426Q

Time (Lc1) - 1200 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, PISTON - FAILURE, TOTAL
2. FUSELAGE, CREW COMPARTMENT - SMOKE
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
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

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. - 1637

6/07/87

GROVE CITY, PA

A/C Reg. No. N7678F

Time (Lcl) - 2145 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 -APPROACH

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-151
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 - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
JAMESTOWN, NY
Destination
GROVE CITY, PA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

GROVE CITY
Runway Ident - 27
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	193
Last 24 Hrs	5
Make/Model	193
Last 30 Days	UNK/NR
Instrument	0
Last 90 Days	14

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THAT WHILE ON FINAL APCH TO LND AT NIGHT, THE ACFT STALLED. HE STATED THAT HE APPLIED FULL POWER, BUT THE ACFT "JUST DROPPED." IT STRUCK THE GROUND SHORT OF THE RWY. DRG IMPACT, ALL THREE GEAR COLLAPSED, THE RGT MAIN SPAR WAS DAMAGED & THE LOWER 2/3 OF THE FIREWALL WAS WRINKLED & BENT.

Brief of Accident (Continued)

File No. - 1637

6/07/87

GROVE CITY, PA

A/C Reg. No. N7678F

Time (Lcl) - 2145 EDT

Occurrence #1 HARD LANDING
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1793

9/30/87

SAN JUAN, PR

A/C Reg. No. N436CA

Time (Lcl) - 1248 AST

-----Basic Information-----

Type Operating Certificate	-COMMUTER	Aircraft Damage					
Name of Carrier	-EXECUTIVE AIR CHARTER, INC	NONE		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, INTL, PASSENGER	Fire			0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE		Crew	0		2
Accident Occurred During	-STANDING			Pass	0		6
				Other	0		0

-----Aircraft Information-----

Make/Model	- CASA 212-200	Eng Make/Model	- GARRETT TPE 331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- UNK/NR		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	ST. THOMAS, VI			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LUTZ MUNOZ MARIN INT'L	
Wind Dir/Speed	- 120/006 KTS			Runway Ident	- UNK/NR
Visibility	- 12.0 SM	ATC/Airspace		Runway Lth/Wid	- 9000 -UNK/NR
Lowest Sky/Clouds	- 2000 FT SCATTERED	Type of Flight Plan	- VFR/IFR	Runway Surface	- CONCRETE
Lowest Ceiling	- 8000 FT BROKEN	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total - 3779	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 4	Make/Model - 850	Last 30 Days - UNK/NR
	Aircraft Type - 212-200	Instrument - 603	Last 90 Days - 259
		Multi-Eng - 2986	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CO-PLT WAS HELPING THE PASSENGERS DE-PLANE WHILE THE PLT REMAINED IN THE ACFT WITH THE ENGINES WINDING DOWN AFTER SHUTDOWN. THE PLT STATED THAT HE OBSERVED A COMMOTION OUTSIDE THE ACFT AND SHORTLY THEREAFTER EXITED IT. HE THEN REALIZED THAT AN INDIVIDUAL, A LINEBOY WHO WAS SCHEDULED TO REFUEL THE ACFT, HAD BEEN STRUCK BY THE RT ENGINE PROPELLER. HE FURTHER ADDED THAT HE DID NOT SEE HIM APPROACH THE ACFT.

Brief of Accident (Continued)

File No. - 1793

9/30/87

SAN JUAN, PR

A/C Reg. No. N436CA

Time (Lc1) - 1248 AST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. JUDGEMENT - POOR - GROUND PERSONNEL
 2. VISUAL LOOKOUT - NOT MAINTAINED - GROUND PERSONNEL
-

----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. - 1638 5/30/87 MURFREESBORO,TN A/C Reg. No. N4965Y Time (Lcl) - 1247 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520-R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - ACFT RADIO
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 200/005 KTS
Visibility - 9.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MURFREESBORO,TN
Destination
KNOXVILLE,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MURFREESBORO
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 - 46
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - T210N

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 948	Last 24 Hrs	- 1
Make/Model-	469	Last 30 Days-	UNK/NR
Instrument-	184	Last 90 Days-	15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE CLIMBING THRU 6,000 FT, THE PLT HEARD & FELT A "THUD" & THEN REALIZED THE ENG HAD FAILED. DRG A SUBSEQUENT EMERG LANDING IN A MUDDY CORN FIELD, THE NOSE GEAR MIRED IN SOFT TERRAIN & THE ACFT NOSED OVER. A TEARDOWN OF THE ENG REVEALED THE CRANKSHAFT WAS FRACTURED THRU THE SHORT CHEEK, JUST AFT OF THE #2 BEARING JOURNAL. A METALLURGICAL EXAM OF THE FRACTURE SURFACE REVEALED THE FAILURE WAS INITIATED BY HI CYCLE FATIGUE.

Brief of Accident (Continued)

File No. - 1638

5/30/87

MURFREESBORO, TN

A/C Reg. No. N4965Y

Time (Lcl) - 1247 CDT

Occurrence #1 LOSS OF POWER(TOTAL) - MECH FAILURE/MALFUNCTION
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - OPEN FIELD
 3. TERRAIN CONDITION - SOFT
 4. TERRAIN CONDITION - WET
-

-----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. - 1640

8/14/87

KNOXVILLE, TN

A/C Reg. No. N8661W

Time (Lcl) - 1515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-235
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-B4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL

Basic Weather - VMC

Wind Dir/Speed- 100/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

BLOOMINGTON, IL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

KNOXVILLE DOWNTOWN ISLAND

Runway Ident - 08

Runway Lth/Wid - 3500/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 43

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 431

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 PLT RPTD THAT DRG TAKEOFF, THE ACFT CLBD NORMALLY FOR ABOUT 100 TO 150 FT, THEN THE ENG LOST PWR W/O WARNING. HE SWITCHED FUEL TANKS & TRIED TO RESTART THE ENG, BUT WAS UNABLE. THE ACFT WAS LNDD & SANK IN A RIVER, SHORT OF AN OPEN FLD. WHEN THE ACFT WAS RECOVERED FROM THE WATER, THE MIXTURE CONTROL WAS FOUND ABOUT 1-1/8 INCH FROM THE FULL RICH POSITION. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. THE ENG WAS DRIED OUT & SERVICED WITH NEW OIL. AN ENG RUN WAS MADE, BUT THE POWER WAS LIMITED TO ABOUT 1500 RPM TO AVOID VIBRATION DUE TO A BENT PROP. THE PLT SAID THAT AT THE TIME OF TAKEOFF, HE HAD LEANED THE MIXTURE DUE TO THE AMBIENT TEMP. THE 1452 TEMP AT KNOXVILLE WAS 88 DEG.

Brief of Accident (Continued)

File No. - 1640

8/14/87

KNOXVILLE, TN

A/C Reg. No. N8661W

Time (Lcl) - 1515 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MIXTURE - IMPROPER USE OF - PILOT IN COMMAND
2. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1620 8/27/87 ST. JOSEPH, TN A/C Reg. No. N9065T Time (Lcl) - 1520 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAXI

Fire - NONE
Crew -
Pass -

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 230 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - VMC
Wind Dir/Speed - 180/020 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 5000 FT
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAVANNAH, TN
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

PVT
Runway Ident - 18
Runway Lth/Wid - 3400 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 39
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 80
Last 24 Hrs - UNK/NR
Make/Model - 80
Last 30 Days - UNK/NR
Instrument - 5
Last 90 Days - 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF FROM AN ARPT THAT WAS APRX 27 MI WEST OF HIS DESTN. AFTER TAKEOFF, HE RCVD AN INFLT WX BRIEFING & FLEW NORTH OF A LINE OF THUNDERSTORMS (TSTMS). BEFORE LNDG AT THE DESTN, HE NOTED TSTM ACTIVITY SOUTH OF THE ARPT, BUT CONTD THE APCH & LNDD. WHILE TAXIING TO THE TIE-DOWN AREA AFTER LNDG, A GUST OF WIND BLEW THE ACFT OVER. THE WIND WAS RPRTD TO BE GUSTING TO 45 KTS.

Brief of Accident (Continued)

File No. - 1620

8/27/87

ST. JOSEPH, TN

A/C Reg. No. N9065T

Time (Lcl) - 1520 CDT

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - THUNDERSTORM
3. WEATHER CONDITION - UNFAVORABLE WIND
4. WEATHER CONDITION - GUSTS

Occurrence #2 NOSE OVER
Phase of Operation TAXI - FROM LANDING

Finding(s)

5. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -

-----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. - 1681 9/11/87 MORRISTOWN, TN A/C Reg. No. N8709F Time (Lcl) - 1830 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
Accident Occurred During	-LANDING	Pass	0	0	0

-----Aircraft Information-----

Make/Model - HUGHES 269A
Landing Gear - SKID
Max Gross Wt - 1575
No. of Seats - 2

Eng Make/Model - LYCOMING HO-360-B1B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 310/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT
Lowest Ceiling - 4000 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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

MOORE-MURRELL
Runway Ident - UNK/NR
Runway Lth/Wid - 5700/ 100
Runway Surface - ASPHALT
Runway Status - DRY

SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE, ATP, CFI
SE LAND
HELICOPTER

Age - 28
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - BK-117

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3269
Make/Model- 95
Instrument- 366
Last 24 Hrs - 3
Last 30 Days- UNK/NR
Last 90 Days- 162
Rotorcraft - 3200

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ONE CFI WAS DEMONSTRATING HIS PROCEDURES FOR AUTOROTATIONS WITH POWER RECOVERY TO HIS EMPLOYER WHO WAS ALSO A CFI. THIS WAS TO INSURE STANDARDIZATION WITHIN THE HELICOPTER PILOT SCHOOL. THE AUTOROTATION WAS ENTERED FROM ABOUT 700 FEET AGL TO THE DEPARTURE AIRPORT. AT ABOUT 50 TO 60 FEET AGL, THE FLARE FOR LANDING WAS INITIATED AND POWER WAS APPLIED FOR THE RECOVERY. REPORTEDLY, THE APPLICATION OF POWER WAS TOO LATE FOR RECOVERY AND THE HELICOPTER CONTACTED THE GROUND IN A NOSE HIGH ATTITUDE. SUBSEQUENTLY, THE MAIN ROTOR BLADES SEVERED THE TAIL BOOM AND THE HELICOPTER ROLLED OVER.

Brief of Accident (Continued)

File No. - 1681

9/11/87

MORRISTOWN, TN

A/C Reg. No. N8709F

Time (Lc1) - 1830 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - DELAYED - PILOT IN COMMAND
 2. SUPERVISION - INADEQUATE - CHECK PILOT
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1659 7/03/87 HOUSTON, TX A/C Reg. No. N3980Q Time (Lcl) - 1150 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage						
	SUBSTANTIAL						
Type of Operation - INSTRUCTIONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	Serious	Minor	None	
Accident Occurred During - LANDING			0	0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172L	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GENOA
Wind Dir/Speed- 210/009 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 110
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
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 - 13
	Months Since - N/A	Last 24 Hrs - 3
	Aircraft Type - N/A	Make/Model- 3
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LNDG, THE STUDENT PLT HAD FLARED THE ACFT IN A RGT X-WIND WITH GUSTS TO 13 KTS. SUBSEQUENTLY, THE ACFT DRIFTED LEFT & THE LEFT MAIN GEAR WENT INTO SOFT MUD. THE ACFT THEN VEERED TO THE LEFT AND WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1659

7/03/87

HOUSTON, TX

A/C Reg. No. N3980Q

Time (Lcl) - 1150 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. GROUND LOOP/SWERVE - UNCONTROLLED -
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1674

7/04/87

GALVESTON, TX

A/C Reg. No. N8274U

Time (Lcl) - 0830 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Serious	Minor	None
Injuries				
Crew	0	0	0	1
Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - CONTINENTAL TS10-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 180/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
HOUSTON, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRSTRIP

Airport Data

ABANDONED STRIP
Runway Ident - 12
Runway Lth/Wid - 3400 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 702
Last 24 Hrs - UNK/NR
Make/Model- 702
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 27
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT HAD LNDD ON AN ABANDONED AIRSTRIP & WAS ATTEMPTING TO TAKEOFF AGAIN. HE STATED THAT DUE TO BIRDS ON THE RWY, HE DEVIATED TO THE LEFT TO AVOID A BIRD STRIKE. SUBSEQUENTLY, THE LANDING GEAR COLLIDED WITH A CHUNK OF RAISED CONCRETE WHICH WAS HIDDEN BY UNDERGROWTH & THE LEFT MAIN & NOSE GEAR COLLAPED.

Brief of Accident (Continued)

File No. - 1674

7/04/87

GALVESTON, TX

A/C Reg. No. N8274U

Time (Lcl) - 0830 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
2. OBJECT - BIRD(S)
3. MANEUVER - PERFORMED -
4. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1749 7/06/87 BIG SPRING, TX A/C Reg. No. N322 Time (Lcl) - 1420 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - GRUMMAN G-21A	Eng Make/Model - P & W R-985	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 8	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EDWARDS LUCIAN WELLS
Wind Dir/Speed- 270/015 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 - 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 - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14000
SE LAND, ME LAND, ME SEA	Months Since - 15	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 72
		Instrument- 1265
		Multi-Eng - 9000
		Last 30 Days- UNK/NR
		Last 90 Days- 124

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING FLT, THE PLT NOTED THAT THE LEFT FUEL TANK WAS ALMOST EMPTY AND THE RIGHT TANK HAD GAINED FUEL. HE IMMEDIATELY SWITCHED FROM THE BOTH POSITION TO THE RIGHT TANK AND STARTED TO WORK THE WOBBLE PUMP. THE FUEL CONTINUED TO DROP IN THE LEFT TANK AND THE ACFT LOST PWR IN BOTH ENGINES. THE ACFT NOSED OVER DURING THE FORCED LANDING THAT FOLLOWED. EXAM OF THE ACFT REVEALED THAT THE FUEL VENT TO THE RIGHT TANK WAS BLOCKED. IN ADDITION, THE PLT STATED THAT THE ACCIDENT COULD HAVE BEEN PREVENTED BY NOT RUNNING ON BOTH TANKS, PARTICULARLY WITH PARTIAL LOADS OF FUEL.

Brief of Accident (Continued)

File No. - 1749

7/06/87

BIG SPRING, TX

A/C Reg. No. N322

Time (Lcl) - 1420 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM, VENT - BLOCKED(TOTAL)
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL TANK SELECTOR POSITION - DELAYED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1658

7/26/87

ARLINGTON, TX

A/C Reg. No. N1371A

Time (Lc1) - 1626 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
Crew 0	0	0	1
Pass 0	0	0	1

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - ROE/PIETENPOL AIRCAMPER

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 1129

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 - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 120/011 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 5000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

ARLINGTON MUNI

Runway Ident - 16

Runway Lth/Wid - 4000/ 100

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - C-140A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 400 Last 24 Hrs - 0

Make/Model- 3 Last 30 Days- 5

Instrument- 0 Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

AS THE PLT WAS LANDING, HE APPLIED EXCESSIVELY HARD BRAKING & THE ACFT NOSED OVER. NO PRE-ACDNT PART FAILURE OR MALFUNCTION WAS EVIDENT.

Brief of Accident (Continued)

File No. - 1658

7/26/87

ARLINGTON, TX

A/C Reg. No. N1371A

Time (Lc1) - 1626 CDT

Occurrence #1 NOSE OVER

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1748 8/07/87 GEORGETOWN, TX A/C Reg. No. N8873Q Time (Lcl) - 0145 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-AIR EXPRESS, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							1
								2

-----Aircraft Information-----

Make/Model	- CESSNA 206G	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	AUSTIN, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	WACO, TX		GEORGETOWN	
Wind Dir/Speed	- 190/007 KTS	ATC/Airspace		Runway Ident	- 36
Visibility	- 12.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 4100/ 100
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1737	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 9	Make/Model - 730	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 186	Last 90 Days - 266
		Multi-Eng - 35	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TEARDOWN OF THE AIRCRAFT ENGINE REVEALED THAT THE ENGINE COUNTERWEIGHT VIBRATION DAMPER ASSEMBLY WAS OUT OF TOLERANCE. THIS ALLOWED EXCESSIVE ENGINE VIBRATION WHICH RESULTED IN FAILURE OF THE CAMSHAFT DRIVE GEAR AND TOTAL ENGINE FAILURE. THE PILOT EXECUTED A FORCED LANDING INTO A WOODED AREA. ALTITUDE WOULD NOT ALLOW HIM TO REACH THE GEORGETOWN AIRPORT AND THE PILOT STATED THAT HE STALLED THE AIRCRAFT AND ALLOWED IT TO SETTLE INTO THE TREES TO MINIMIZE IMPACT SPEED. THE AIRCRAFT WAS EQUIPPED WITH ONE PASSENGER SEAT AND TWO PASSENGERS WERE ON BOARD THE AIRCRAFT AT IMPACT. THE PASSENGER JUMPSEAT NORMALLY IN THE REAR OF THE AIRCRAFT HAD BEEN REMOVED. THE SECOND PASSENGER WAS SITTING IN THE CARGO AREA BEHIND THE CREW COMPARTMENT.

Brief of Accident (Continued)

File No. - 1748

8/07/87

GEORGETOWN, TX

A/C Reg. No. N8873Q

Time (Lcl) - 0145 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENG ASSEMBLY, CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - VIBRATION
2. ENGINE ASSEMBLY, CAMSHAFT - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. ALTITUDE - INADEQUATE -
4. STALL/MUSH - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. TERRAIN CONDITION - NONE SUITABLE
6. OBJECT - TREE(S)
7. LIGHT CONDITION - NIGHT
8. FUSELAGE, SEAT - NOT INSTALLED

-----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) 4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1673 8/12/87 MEXIA, TX A/C Reg. No. N8159S Time (Lcl) - 1720 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-HOUSTON CHARTER SERVICE	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	1
Accident Occurred During	-LANDING						0

-----Aircraft Information-----

Make/Model	- PIPER PA-32R	Eng Make/Model	- LYCOMING TIO-540-S1AD	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	OFF AIRPORT/STRIP	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	Runway Ident	- N/A
Wind Dir/Speed	- 170/011 KTS	Runway Lth/Wid	- N/A
Visibility	- 15.0 SM	Runway Surface	- N/A
Lowest Sky/Clouds	- 5000 FT SCATTERED	Runway Status	- N/A
Lowest Ceiling	- NONE		
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 1615
SE LAND, ME LAND	Months Since - 1	Make/Model	- 40
	Aircraft Type - UNK/NR	Instrument	- 85
		Multi-Eng	- 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT NOTICED SMOKE IN THE COCKPIT & STARTED TO MAKE A PRECAUTIONARY LNDG AT MEXIA, TX, WHICH WAS NEARBY. HOWEVER, DRG THE DSCNT TO LND, THE SMOKE DISSIPATED, SO HE ELECTED TO CONT TO THE DESTN. DRG THE CLIMB BACK TO ALT, SMOKE REAPPEARED & WAS FOLLOWED BY LOSS OF ENG POWER. THE PLT THEN TRIED TO MAKE A FORCED LNDG AT MEXIA; HOWEVER, THERE WAS INSUFFICIENT ALT TO REACH THE ARPT. WHILE LNDG ABOUT 1 MI FROM THE ARPT, THE ACFT ROLLED THRU A BARBED WIRE FENCE & WAS DAMAGED. AN EXAM OF THE ACFT REVEALED A RETAINING NUT WAS MISSING FROM A CLAMP NEAR 2 MATING SURFACES OF THE EXHAUST SYS NEAR THE #6 CYLINDER. SUBSEQUENTLY, GASES FROM THE EXHAUST SYS BURNED THRU A VACUUM HOSE & EXTENSIVELY BURNED A NUMBER OF WIRES IN THE IGNITION SYS. THE ACFT HAD BEEN FLOWN 176 HRS SINCE THE LAST ENG & AIRFRAME INSPN.

Brief of Accident (Continued)

File No. - 1673

8/12/87

MEXIA,TX

A/C Reg. No. N8159S

Time (Lcl) - 1720 CDT

Occurrence #1 FIRE
Phase of Operation CRUISE

Finding(s)

1. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
2. MAINTENANCE,100 HOUR INSPECTION - NOT PERFORMED - COMPANY/OPERATOR MGMT
3. EXHAUST SYSTEM,CLAMP - LOOSE
4. EXHAUST SYSTEM - LEAK
5. VACUUM SYSTEM - BURNED
6. FUSELAGE,CABIN - SMOKE
7. FLIGHT TO ALTERNATE DESTINATION - INITIATED -
8. PRECAUTIONARY LANDING - DISCONTINUED - PILOT IN COMMAND
9. CLIMB - INITIATED -
10. IGNITION SYSTEM,IGNITION HARNESS - BURNED

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #5 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

11. OBJECT - FENCE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,8,10

Factor(s) relating to this accident is/are finding(s) 2,6,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1660 9/04/87 BULVERDE, TX A/C Reg. No. N807LA Time (Lcl) - 2245 CDT

-----Basic Information-----

Type Operating Certificate	ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MARTINAIR	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire		Fatal	Serious	Minor	None	
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	1	0	
Accident Occurred During	-LANDING		Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model	- CESSNA 208	Eng Make/Model	- P&W PT6A-114	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 8000	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 632 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	SAN ANTONIO, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	DALLAS, TX		Runway Ident	- N/A
Wind Dir/Speed	- 130/005 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 10.0 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	- NIGHT(BRIGHT)				

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI	Current - YES	Total - 3100	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 7	Make/Model - 750	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 550	Last 90 Days - 250
		Multi-Eng - 1000	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LEVELING AT 5500', THE STANDBY POWER ANNUNCIATOR LIGHT ILLUMINATED, FOLLOWED BY LOSS OF OIL PRESSURE. THE PLT TURNED BACK TOWARD THE ARPT, BUT THERE WAS A PROGRESSIVE LOSS OF ENG POWER & THE PROP WENT TO A FEATHERED PSN. DRG AN EMERG LANDING AT NIGHT, THE ACFT HIT A POWER LINE & TREES, THEN CRASHED. DRG AN ENG TEARDOWN, DISASSEMBLY OF THE REDUCTION GEARBOX SCAVENGE PUMP REVEALED THAT A RETAINING NUT & TANG WASHER (W/I THE SCAVENGE PUMP) HAD BACKED OFF & LODGED BTN THE SPUR GEARS, WHICH RESULTED IN A SHEARED SCAVENGE PUMP DRIVE SHAFT. IN TURN, THIS RESULTED IN THE LOSS OF OIL PRESSURE & ALLOWED THE PROP TO FEATHER.

Brief of Accident (Continued)

File No. - 1660

9/04/87

BULVERDE, TX

A/C Reg. No. N807LA

Time (Lc1) - 2245 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LUBRICATING SYSTEM,OIL SCAVENGE PUMP - LOOSE
2. LUBRICATING SYSTEM,OIL SCAVENGE PUMP - JAMMED
3. LUBRICATING SYSTEM,OIL SCAVENGE PUMP - FAILURE,TOTAL
4. FLIGHT TO ALTERNATE DESTINATION - INITIATED -

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

5. FLUID,OIL - STARVATION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

6. LIGHT CONDITION - NIGHT
7. OBJECT - WIRE,TRANSMISSION
8. OBJECT - TREE(S)

Occurrence #5 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) 1,2,3,5

Factor(s) relating to this accident is/are finding(s) 6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1747 9/14/87 WICHITA FALLS, TX A/C Reg. No. N6249Q Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-MARTINAIR	SUBSTANTIAL						
Type of Operation	-NON SCHED, DOMESTIC, PAX/CARGO	Fire						
Flight Conducted Under	-14 CFR 135	NONE	Crew	0	0	0	0	1
Accident Occurred During	-TAXI		Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 401A	Eng Make/Model	- CONTINENTAL TS10-520E	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6300	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 8	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	DALLAS, TX			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		WICHITA FALLS	
Wind Dir/Speed	- 110/006 KTS			Runway Ident	- 17
Visibility	- 7.0 SM	ATC/Airspace		Runway Lth/Wid	- 7001/ 150
Lowest Sky/Clouds	- 12000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- UNK/NR	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP, CFI	Current - UNK/NR	Total - 9730	Last 24 Hrs - 5
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 44	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 450	Last 90 Days - UNK/NR
		Multi-Eng - 1700	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THE RIGHT ENGINE QUIT AFTER LANDING AT THE WICHITA FALLS, TEXAS AIRPORT. A WITNESS STATED THAT HE ATTEMPTED TO START THE ENGINE SEVERAL TIMES WHEN THE RIGHT WING EXPLODED DURING THE LAST ATTEMPTED ENGINE RESTART. DAMAGE WAS CONCENTRATED IN THE RIGHT WING BETWEEN THE ENGINE NACELLE AND THE MAIN FUEL TANK. THERE WAS NO FIRE ASSOCIATED WITH THE EXPLOSION. EXAMINATION OF THE WRECKAGE INDICATED THAT THE EXPLOSION ORIGINATED AT THE ENGINE AREA AND HAD EMANATED FROM WITHIN THE WING. THE PILOT INDICATED THAT HE HAD TAKEN OFF ON THE MAIN FUEL TANKS AND THEN SWITCHED TO THE AUX TANKS DURING THE FLIGHT. BEFORE LANDING, HE HAD SWITCHED BACK TO THE MAIN TANKS. ACCORDING TO THE FAA INSPECTOR AT THE SCENE, THE MAIN FUEL TANKS WERE FOUND "OVERFILLED BEYOND THE FILLER OPENINGS." THE PILOT OPERATING HANDBOOK REQUIRES SUBSTANTIAL OPERATING TIME ON MAIN TANKS PRIOR TO SWITCHING TO AUX TANKS. THE OVERFLOW FROM ENGINES RETURNS TO THE MAIN TANKS ONLY.

Brief of Accident (Continued)

File No. - 1747

9/14/87

WICHITA FALLS, TX

A/C Reg. No. N6249Q

Time (Lcl) - 1400 CDT

Occurrence #1 EXPLOSION
Phase of Operation TAXI - FROM LANDING

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. FUEL SYSTEM - LEAK
3. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND
4. WING - EXPLODED

----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. - 1695 10/11/87 FORT STOCKTON, TX A/C Reg. No. N54279 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire -	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - BOEING A75N1	Eng Make/Model - CONTINENTAL W-670-6N	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2950	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 220 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ABILENE, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	FT STOCKTON-PECOS COUNTY
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 12
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2217
SE LAND	Months Since - 17	Make/Model- 17
	Aircraft Type - AT-6-D	Instrument- 10
		Last 24 Hrs - 0
		Last 30 Days- 22
		Last 90 Days- 40

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE FLARE FOR A FULL STALL LANDING IN THE TAIL WHEEL EQUIPPED AIRCRAFT, A WHIRLWIND WAS ENCOUNTERED. HE SAID HE APPLIED FULL POWER & FULL LEFT AILERON & RUDDER, BUT COULD NOT RECOVER. SUBSEQUENTLY, THE AIRCRAFT STRUCK AN EMBANKMENT ON THE RIGHT SIDE OF THE RWY. THE PILOT SAID HE "CUT" THE POWER BEFORE IMPACT, BUT AFTER IMPACT, THE AIRCRAFT NOSED OVER & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 1695

10/11/87

FORT STOCKTON, TX

A/C Reg. No. N54279

Time (Lc1) - 1530 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. GO-AROUND - ATTEMPTED -
 3. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE -
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - DIRT BANK
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1672 10/13/87 SILSBEE, TX

A/C Reg. No. N19MW

Time (Lcl) - 1750 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Fire

Crew

0

1

0

0

Flight Conducted Under -14 CFR 91

NONE

Pass

0

0

0

0

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - WATKINS/MONNETT MONI

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 - 560

Engine Type - RECIPROCATING-CARBURETOR

No. of Seats - 1

Rated Power - 25 HP

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/016 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

BEAUMONT, TX

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HAWTHORNE FIELD

Runway Ident - 13

Runway Lth/Wid - 3800/ 75

Runway Surface - MACADAM

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 42

Biennial Flight Review

Current - YES

Months Since - 4

Aircraft Type - MONI

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 139 Last 24 Hrs - 1

Make/Model- 55 Last 30 Days- 2

Instrument- 2 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE ENG LOST POWER & THE PLT TRIED TO RETURN TO THE ARPT. HOWEVER, AS HE WAS SHUTTING OFF THE FUEL, THE ACFT STALLED & BEGAN TO SPIN. HE INITIATED CORRECTIVE ACTION, BUT THE ACFT COLLIDED WITH TREES BEFORE HE COULD RECOVER. AN INVESTIGATION REVEALED THE FUEL SHUT-OFF VALVE FILTER SCREEN WAS ABOUT 75% CLOGGED WITH A CARBON LIKE MATERIAL WHICH RESTRICTED THE FUEL FLOW TO THE ENG. THE PLT/OWNER/BUILDER WAS NOT AWARE OF THIS FUEL SCREEN, WHICH WAS INSTALLED BEHIND THE FUEL SHUT-OFF VALVE, INSIDE THE FUEL TANK. HE HAD INSTALLED ANOTHER IN-LINE FUEL FILTER WHICH WAS CLEAN. THE HOME BUILT ACFT HAD 50 HRS TOTAL FLT TIME & HAD FLOWN ONLY 9 HRS SINCE THE ANNUAL INSPN.

Brief of Accident (Continued)

File No. - 1672

10/13/87

SILSBEE, TX

A/C Reg. No. N19MW

Time (Lcl) - 1750 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - PILOT IN COMMAND
2. FUEL SYSTEM - CONTAMINATION
3. FUEL SYSTEM, SCREEN - BLOCKED(PARTIAL)
4. FLUID, FUEL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
7. DIVERTED ATTENTION - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5,6,7

Factor(s) relating to this accident is/are finding(s) 8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1696 10/19/87 LOCKNEY, TX

A/C Reg. No. N73127

Time (Lc1) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -AERIAL APPLICATION

Fire

Crew

Flight Conducted Under -14 CFR 137

NONE

Pass

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - AIR TRACTOR AT-301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

Eng Make/Model - P&W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - 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
FLOYDADA, TX
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 040/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 2500 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 - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 33
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 - 1300
Make/Model- 275
Instrument- 50
Multi-Eng - 600
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER COMPLETING A SWATH RUN, THE PLT BEGAN A PROCEDURE TURN TO THE RIGHT FOR ANOTHER RUN. DURING THE MANEUVER, THE ACFT STALLED & TURNED COUNTERCLOCKWISE FOR ABOUT 180 DEG BEFORE IMPACTING THE GROUND IN A NOSE DOWN, LEFT WING LOW ATTITUDE.

Brief of Accident (Continued)

File No. - 1696

10/19/87

LOCKNEY, TX

A/C Reg. No. N73127

Time (Lc1) - 1630 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. MANEUVER - INITIATED -
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1746 11/06/87 NEW BRAUNFELS, TX A/C Reg. No. N5303H Time (Lcl) - 0915 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

1

0

None

0

0

-----Aircraft Information-----

Make/Model - HERMAN DRAGONFLY
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1075
No. of Seats - 2

Eng Make/Model - VOLKSWAGON 1800

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 60 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 - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

NEW BRAUNFELS

Runway Ident - 04

Runway Lth/Wid - 5000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 71

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 342

Make/Model- 1

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL, HOME BUILT, AIRCRAFT WAS ON ITS MAIDEN FLIHT. THE PILOT STATED HE INTENDED TO FLY THE PATTERN FOR A CHECK-OUT OF THE AIRCRAFT. THE PILOT INDICATED THAT HE HOPED TO GAIN ALTITUDE EARLY TO PERMIT RETURNING TO THE FIELD IN CASE OF AN ENGINE FAILURE BUT INSTEAD STALLED THE AIRCRAFT ON TAKEOFF.

Brief of Accident (Continued)

File No. - 1746

11/06/87

NEW BRAUNFELS, TX

A/C Reg. No. N5303H

Time (Lcl) - 0915 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 2. AIRSPEED(VS) - NOT OBTAINED - 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) 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. - 1661 11/07/87 BRYAN, TX

A/C Reg. No. N72137

Time (Lcl) - 2100 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - CESSNA 140
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 140/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 8000 FT SCATTERED
Lowest Ceiling - NONE
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 - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

COULTER
Runway Ident - 13
Runway Lth/Wid - 3240/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 21
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 - 62
Make/Model- 62
Instrument- 2
Last 24 Hrs - 0
Last 30 Days- UNK/NR
Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT TOOK OFF AT NGT WITH A PASSENGER ABOARD. AFTER TAKEOFF, HE REMAINED IN A LEFT TRAFFIC PATTERN & MADE A LOW APCH. WITNESSES RPRTD THE PLT THEN ENTERED A RGT PATTERN, BUT THE ACFT WAS LOWER & SLOWER THAN NORMAL AS IT WAS TURNING ON THE 2ND APCH TO RWY 13. THEY RPRTD THE ACFT ENTERED A STEEP RGT BANK & APPEARED TO STALL. BEFORE RECOVERING FROM THE STALL, THE ACFT CRASHED NEAR THE APCH END OF RWY 13. INITIAL IMPACT WAS ON A ROADWAY, THEN THE ACFT BOUNCED & HIT A UTILITY POLE BEFORE COMING TO REST ON ARPT PROPERTY. AFTER THE ACNT, A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.149% (149 MG/DL). RPRTDLY, HE HAD RECEIVED 6.7 HRS OF NGT INSTRUCTION, BUT HAD ONLY FLOWN ABOUT 1 HR DRG THE PREV 90 DAYS. THE OWNER RPRTD THAT HE DID NOT AUTHORIZE THIS FLT.

Brief of Accident (Continued)

File No. - 1661

11/07/87

BRYAN, TX

A/C Reg. No. N72137

Time (Lc1) - 2100 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND
4. STOLEN AIRCRAFT/UNAUTHORIZED USE
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
6. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
7. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - ROADWAY/HIGHWAY
9. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1722 4/28/87 ROANOKE,VA A/C Reg. No. N3043S Time (Lcl) - 0044 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 Crew Pass
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 340/018 KTS
Visibility - 7.0 SM

Itinerary

Last Departure Point
GATHERSBURG,MD
Destination
BLACKSBURG,VA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ROANOKE REGIONAL
Runway Ident - 33
Runway Lth/Wid - 5800/ 150
Runway Surface - ASPHALT
Runway Status - WET

Lowest Ceiling - 6500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN SHOWERS
Condition of Light - NIGHT(DARK)

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 - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 150G

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 160 Last 24 Hrs - 0
Make/Model- 76 Last 30 Days- UNK/NR
Instrument- 3 Last 90 Days- 26

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ENROUTE FROM GAITHERSBURG, MD, TO BLACKSBURG, VA, THE PLT DECIDED TO DIVERT TO ROANOKE, VA, DUE TO THUNDERSTORMS IN THE AREA. ON X-WIND LEG TO RWY 33 AT ROANOKE THE ENG STARTED TO RUN ROUGH. AFT CARB HEAT WAS APPLIED IT SMOOTHED OUT BUT QUIT COMPLETELY ON EXTENDED FINAL. DURING THE FORCED LNDG THE ACFT WAS SUBSTANTIALLY DMGD. EXAM OF THE FUEL TKS REVEALED NO FUEL IN THE RT TK AND 2 GALS IN THE LEFT. THE PLT STATED THAT HE FLEW THE ACFT AT FULL RICH AT ALL TIMES DURING THE FLT AND THAT HE RAN INTO STRONGER THAN FORECAST HEADWINDS.

Brief of Accident (Continued)

File No. - 1722

4/28/87

ROANOKE,VA

A/C Reg. No. N3043S

Time (Lc1) - 0044 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. REFUELING - NOT PERFORMED - PILOT IN COMMAND
5. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - DARK NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1693 5/30/87 FREDERICKSBURG, VA A/C Reg. No. N25448 Time (Lc1) - 1400 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	0	0	2
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - TAKEOFF					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SHANNON
Wind Dir/Speed- 230/005 KTS	ATC/Airspace	Runway Ident - 23
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 334
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-152	Make/Model- 75
		Instrument- 41
		Last 30 Days- UNK/NR
		Last 90 Days- 72
		Multi-Eng - 9

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI STATED THAT DRG TKOF, THE ACFT ACCELERATED SLOWER THAN NORMAL. AFTER ROLLING ABT 1800', THE STUDENT ROTATED THE ACFT TO A NORMAL CLIMB ATTITUDE & IT CLIMBED APRX 5' TO 10'. AT ABOUT THAT TIME, THE CFI NOTED THAT THE AIRSPEED INDCN HAD DROPPED TO ABT 40 KTS & THE ACFT BEGAN TO DSCND. HE THEN TOOK THE CONTROLS & ABORTED THE TKOF WITH ABOUT 700' TO 800' OF RWY REMAINING. HE APPLIED BRAKES, BUT THE ACFT SKIDDED OFF THE RGT SIDE OF THE RWY AT THE DEP END & HIT A CONCRETE PAD CONTAINING RWY END/THRESHOLD LIGHTS. THE TEMP WAS 90 DEG & THE DENSITY ALT WAS APRX 2250'. THE CFI EXPECTED A LONGER THAN NORMAL TKOF ROLL, BUT AT THE TIME OF THE OCCURRENCE, HE COULD NOT UNDERSTAND WHY THE INDCO AIRSPEED HAD DROPPED. RPRTDLY, THE OWNER HAD INSTALLED A MOVABLE COVER ON THE PITOT TUBE TO KEEP INSECTS OUT, WHICH COULD BLOCK ITS OPENING DRG HI ANGLE OF ATTACK OPNS.

Brief of Accident (Continued)

File No. - 1693

5/30/87

FREDERICKSBURG,VA

A/C Reg. No. N25448

Time (Lc1) - 1400 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF

Finding(s)

1. FLIGHT/NAV INSTRUMENTS,AIRSPED INDICATOR - FALSE INDICATION
2. MAINTENANCE,MODIFICATION - IMPROPER - COMPANY/OPERATOR MGMT
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND(CFI)
5. OBJECT - RUNWAY LIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,4

Factor(s) relating to this accident is/are finding(s) 3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1635 7/22/87 GORDONSVILLE, VA A/C Reg. No. N9764J Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

NONE

Fatal

0

Crew

0

Pass

0

Injuries

Serious

0

Minor

1

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 421
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTS10-520-D
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 375 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/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
SAME AS ACC/INC
Destination
CHARLOTTESVILLE, VA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GORDONSVILLE MUNI
Runway Ident - 04
Runway Lth/Wid - 2300/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 16
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1723
Last 24 Hrs - 4
Make/Model- 201
Last 30 Days- 30
Instrument- 136
Last 90 Days- 116
Multi-Eng - 965
Rotorcraft - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BEGAN TAKING OFF FROM A DOWNWARD SLOPING, 2300 FT RWY IN LIGHT WINDS. THE RPRTD TEMP WAS 92 DEG; THE DENSITY ALT WAS ABOUT 2500 FT. THE PLT RPRTD THE ACFT ACCELERATED NORMALLY TO V1 SPEED; HOWEVER, IT HIT THE TOPS OF TREES ABOUT 350 TO 500 FT BEYOND THE RWY, THEN STRUCK THE GROUND AFTER TRAVELING ABOUT ANOTHER 1000 FT. PERFORMANCE CHARTS SHOWED THE ACFT WOULD HAVE NEEDED A TAKEOFF DISTANCE OF 2200 FT TO CLEAR A 50 FT OBSTACLE IN CALM WIND. THE PLT RPRTD THE WIND WAS FROM 010 DEG AT 3 TO 5 KTS. A WITNESS RPRTD A 3 TO 5 KT TAILWIND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FND.

Brief of Accident (Continued)

File No. - 1635

7/22/87

GORDONSVILLE,VA

A/C Reg. No. N9764J

Time (Lcl) - 0930 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. WEATHER CONDITION - UNFAVORABLE WIND
 4. OBJECT - TREE(S)
 5. PROPER ALTITUDE - NOT ATTAINED -
-

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1610 9/07/87 RICHMOND, VA A/C Reg. No. N37526 Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-COMPETITION				
Flight Conducted Under	-14 CFR 91	Crew 0	0	0	1
Accident Occurred During	-LANDING	Pass 0	1	0	1

MINOR
Fire
NONE

-----Aircraft Information-----

Make/Model - BALLOON WORKS FIREFLY 7
Landing Gear - N/A
Max Gross Wt - 1660
No. of Seats - UNK/NR

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 090/011 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 4500 FT SCATTERED
Lowest Ceiling - 18000 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 - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL

FREE BALLOON ,GLIDER

Age - 29
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - BARNES

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	- 350	Last 24 Hrs -	2
Make/Model-	250	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 BALLOON WAS 10TH TO TAKEOFF IN A HOUND-&-HARE COMPETITION. DRG FLT, THE PLT NOTICED THE WIND HAD PICKED UP & THAT THE BALLOON WAS DRIFTING TOWARDS RICHMOND. HE DECIDED TO LAND IN A CEMETERY & BRIEFED THE PASSENGERS THAT THE BALLOON WOULD TOUCH DOWN HARD & MOST LIKELY BE DRAGGED. DRG THE LANDING, ONE OF THE PASSENGERS SUSTAINED A BROKEN ANKLE. THE BALLOON DRIFTED INTO A FENCE & A POWER LINE & RECEIVED MINOR DAMAGE.

Brief of Accident (Continued)

File No. - 1610

9/07/87

RICHMOND,VA

A/C Reg. No. N37526

Time (Lc1) - 1830 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. PRECAUTIONARY LANDING
 3. IN-FLIGHT 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) 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. - 1667 9/23/87 ROANOKE,VA A/C Reg. No. N36GP Time (Lc1) - 1900 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During -LANDING			0	0	1

-----Aircraft Information-----

Make/Model - BENNETTER-STEVENS STARDUSTER	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity 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	WOODRUM FIELD
Wind Dir/Speed- 320/004 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6802/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 0	Last 24 Hrs - 2
	Aircraft Type - C-170	Make/Model- 2
		Last 30 Days- UNK/NR
		Instrument- 4
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WENT ON AN ORIENTATION FLT IN THE HOME BUILT STARDUSTER. DRG THE LNDG, THE ACFT TOUCHED DOWN AT ABOUT 40 MPH. THE PLT STATED THAT AS IT SLOWED TO ABOUT 25 MPH, THE "RIGHT BRAKE OR SOMETHING LOCKED, PLANE PULLED HARD RIGHT, THEN UP ON NOSE & OVER ON BACK." HE BELIEVED THAT "NO ONE WAS USING BRAKES." HOWEVER, NO MALFUNCTION OF THE BRAKE SYSTEM WAS FND DRG THE INVESTIGATION. THE ACFT HAD A TOTAL FLT TIME OF 512 HRS. THE PLT HAD ONLY 2 HRS OF FLT TIME IN THIS MAKE & MODEL OF ACFT.

Brief of Accident (Continued)

File No. - 1667

9/23/87

ROANOKE, VA

A/C Reg. No. N36GP

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
 2. GROUND LOOP/SWERVE - UNCONTROLLED -
 3. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1697 10/18/87 FRONT ROYAL, VA A/C Reg. No. N2387Q Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire - NONE	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91		Pass	0	0	1	0
Accident Occurred During - LANDING			0	1	0	0

-----Aircraft Information-----

Make/Model - BEECH 23	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1560	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point FREDERICK, MD	OFF AIRPORT/STRIP
Method - N/A	Destination GAITHERSBURG, MD	Airport Data
Completeness - N/A	ATC/Airspace	Runway Ident - N/A
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Wind Dir/Speed- 040/004 KTS	Type of Clearance - NONE	Runway Surface - N/A
Visibility - 25.0 SM	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Lowest Sky/Clouds - CLEAR		
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 560
SE LAND	Months Since - 5	Make/Model- 460
	Aircraft Type - BE-23	Instrument- 4
		Last 24 Hrs - 2
		Last 30 Days- 3
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

WHILE FLYING AT ABT 2000 FT AGL, THE PLT NOTICED A CHANGE IN ENG SOUND. THE TACH INDCN DROPPED BELOW 1000 RPM & THE SUCTION GAUGE WENT BELOW THE GREEN ARC. DURING A SUBSEQUENT EMERG LNDG, THE NOSE & LEFT MAIN GEAR COLLAPSED IN SOFT TERRAIN. NO PREIMPACT PART FAILURE OR MALFUNCTION OF THE ACFT OR ENG WAS FOUND. THE ENG RAN SATISFACTORILY DURING AN OPNL CHECK AFTER THE ACDNT. THE TEMP & DEW POINT WERE 67 & 42 DEG, RESPECTIVELY. ACCORDING TO ICING PROBABILITY CHARTS, CONDITIONS WERE CONDUCTIVE TO CARB ICE.

Brief of Accident (Continued)

File No. - 1697

10/18/87

FRONT ROYAL,VA

A/C Reg. No. N2387Q

Time (Lcl) - 1600 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
3. FUEL SYSTEM,CARBURETOR - ICE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING

Finding(s)

4. TERRAIN CONDITION - SOFT
5. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1617 9/02/87 ST THOMAS,VI A/C Reg. No. N111UA Time (Lcl) - 1525 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage						
Name of Carrier	-CLINT AERO, INC.	SUBSTANTIAL						
Type of Operation	-NON SCHED,INTL,PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	0	None
Accident Occurred During	-LANDING							1
								6

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 680FL	Eng Make/Model	- LYCOMING IO-720-B1B	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 8500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 400 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	CYRIL E. KING	
Wind Dir/Speed	- 060/010 KTS	Runway Ident	- 09
Visibility	- 30.0 SM	Runway Lth/Wid	- 5358/ 150
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,ATP	Current - YES	Total - UNK/NR	Last 24 Hrs - 3
SE LAND,ME LAND	Months Since - 11	Make/Model - 2986	Last 30 Days - UNK/NR
	Aircraft Type - 680FL	Instrument - UNK/NR	Last 90 Days - 89
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER A LOSS OF HYD PRESSURE, THE RGT MAIN GEAR WOULD NOT FULLY EXTD WHEN THE PLT TRIED TO LOWER THE GEAR FOR LNDG. ALL ATMTS TO LOCK IT INTO PLACE WERE UNSUCCESSFUL. WHEN THE ACFT TOUCHED DOWN DRG THE LNDG, THE RGT MAIN GEAR COLLAPSED. THE ACFT SLID TO A STOP & THE OCCUPANTS WERE EVACUATED. AN INSPN OF THE RGT MAIN GEAR ASSY REVEALED THE HYD ACTUATING CYL HAD FAILED AT THE SNAP RING GROOVE & THE PNEUMATIC ACTUATING CYL HAD FAILED AT THE ROD END. BOTH FAILED FM OVERLOAD. THIS WAS THE 2ND OVERLOAD FAILURE OF THE HYD ACTUATING CYL IN 26 FLT HRS OF OPN. ACCORDING TO A MECHANIC, WHO WAS FAMILIAR WITH THE ACFT, THIS FAILURE WAS CONSISTENT WITH EXCESSIVE PRESSURE IN THE SYS DUE TO A PRESSURE RELIEF/UNLOADER VALVE MALFUNCTION.

Brief of Accident (Continued)

File No. - 1617

9/02/87

ST THOMAS,VI

A/C Reg. No. N111UA

Time (Lcl) - 1525 AST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation APPROACH

Finding(s)

1. HYDRAULIC SYSTEM,RELIEF VALVE - INOPERATIVE
 2. LANDING GEAR,NORMAL RETRACTION/EXTENSION ASSEMBLY - OVERLOAD
 3. GEAR EXTENSION - NOT POSSIBLE -
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1611 1/20/87 HIGHGATE,VT

A/C Reg. No. N3496X

Time (Lcl) - 1855 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	1	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - 25000 FT
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
MONTPELIER,VT
Destination
MONTREAL,CANADA

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FRANKLIN COUNTY
Runway Ident - 01
Runway Lth/Wid - 3000/ 60
Runway Surface - ASPHALT
Runway Status - SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 141
Make/Model- UNK/NR
Instrument- 5
Last 24 Hrs - 2
Last 30 Days- 15
Last 90 Days- 67

Instrument Rating(s) - NONE

-----Narrative-----

ACCORDING TO THE SURVIVING PAX, A SNOWSHOWER WAS ENCTRD, SO THE PLT REVERSED COURSE & DIVERTED TO ANOTHER ARPT. DRG A NGT APCH TO LND, THE PAX NOTED A WHITE LIGHT ON THE LEFT SIDE OF THE RWY. (A VASI LIGHT SYS WAS INSTALLED FOR THAT RWY.) THE PLT ABORTED THE LNDG, BUT DRG A GO-AROUND, THE ACFT STRUCK TREETOPS APRX 1500' BEYOND THE DEP END OF THE RWY & CRASHED. NO PREIMPACT PART FAILURE OR MALFUCTION WAS EVIDENT. THE LNDG GEAR & GEAR HANDLE WERE FND IN THE DOWN PSN, THE FLAPS WERE IN A RETRACTED PSN & THE ENG CTLS WERE FND AT FULL POWER SETTINGS. ONLY 3.4 HRS OF THE PLT'S FLT TIME WAS RPRTD IN HI PERFORMANCE OR COMPLEX ACFT & NO ENDORSEMENT TO OPERATE SUCH ACFT WAS FND.

Brief of Accident (Continued)

File No. - 1611

1/20/87

HIGHGATE,VT

A/C Reg. No. N3496X

Time (Lcl) - 1855 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - SNOW
2. FLIGHT TO ALTERNATE DESTINATION - PERFORMED -

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - GO-AROUND (VFR)

Finding(s)

3. LIGHT CONDITION - NIGHT
4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
5. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
6. OBJECT - TREE(S)
7. PROPER CLIMB RATE - NOT ATTAINED - PILOT IN COMMAND
8. IMPROPER USE OF PROCEDURE, LACK OF TOTAL EXPERIENCE IN KIND OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,7

Factor(s) relating to this accident is/are finding(s) 1,3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1687 7/03/87 TACOMA, WA A/C Reg. No. N9815J Time (Lcl) - 1057 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 - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 150A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 100 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

TACOMA NARROWS
Runway Ident - 17
Runway Lth/Wid - 5002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 200/004 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 2500 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 - TOUCH AND GO
GO AROUND

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	60	Last 24 Hrs -	1
Make/Model-	2		Last 30 Days-	UNK/NR
Instrument-	1		Last 90 Days-	7

Instrument Rating(s) - NONE

-----Narrative-----

WHILE LNDG, THE PLT DECIDED TO GO AROUND. HE STATED THE ACFT FLOATED AS HE APPLIED PWR & THE PWR INCREASED TO ABOUT 2400 RPM. HE RAISED THE NOSE SLIGHTLY & RETRACTED THE ELECTRICALLY OPERATED FLAPS FROM 35 TO ZERO DEG. HE SAID HE ESTABLISHED A CLIMB TO ABOUT 30', THEN THE ACFT STALLED. SUBSEQUENTLY, IT DSCNDD ONTO THE RWY IN A NOSE LOW, LEFT WING DOWN ATTITUDE & WAS DAMAGED. THE PLT HAD NOT RETURNED THE CARB HEAT TO THE COLD POSITION. THIS WAS HIS 1ST FLT IN THIS MAKE & MODEL OF ACFT AFTER HAVING A CHECK-OUT WITH AN INSTRUCTOR (CFI). TWO SESSIONS & 2 HRS OF FLT TIME WERE USED TO CHECK THE PLT OUT IN THE CESSNA 150, BUT THE CFI DID NOT HAVE HIM MAKE A GO-AROUND DRG THE CHECK-OUT. THE PLT HAD PREVIOUSLY FLOWN ONLY LOW WING ACFT WITH MANUALLY OPERATED FLAPS.

Brief of Accident (Continued)

File No. - 1687

7/03/87

TACOMA, WA

A/C Reg. No. N9815J

Time (Lcl) - 1057 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. TOUCH-AND-GO - INITIATED -
2. GO-AROUND - ATTEMPTED -
3. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
4. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. IMPROPER TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ABORTED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6

Factor(s) relating to this accident is/are finding(s) 3,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1685 9/26/87 BASIN CITY,WA A/C Reg. No. N2330Q 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 -MANEUVERING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

Crew
Pass

		Injuries			
		Fatal	Serious	Minor	None
		0	0	0	1
		0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

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 - 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
BASIN CITY,WA
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - UNK/NR

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 32
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 87 Last 24 Hrs - 1
Make/Model- 87 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 59

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS MAKING A LOW PASS OVER THE GROUND FOR A POSSIBLE OFF AIRPORT LANDING NEXT TO HIS FARM. DURING THE LOW APPROACH, HE NOTICED POWER LINES AHEAD AND PUSHED FORWARD ON THE CONTROLS TO CLEAR UNDER THEM. HOWEVER, THERE WAS A WRECKED VEHICLE BELOW THE POWER LINES WITH ITS HOOD UP. THE NOSE GEAR STRUCK THE HOOD AND THEN THE AIRCRAFT CONTACTED THE GROUND AND SLID TO A STOP.

Brief of Accident (Continued)

File No. - 1685

9/26/87

BASIN CITY,WA

A/C Reg. No. N2330Q

Time (Lcl) - 1000 PDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LOW PASS - INITIATED -
3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
4. OBJECT - WIRE,TRANSMISSION
5. OBJECT - VEHICLE
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,6

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1686

9/26/87

MOUNT VERNON, WA

A/C Reg. No. N8751S

Time (Lcl) - 1825 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - CESSNA 150F
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 - NO -N/A
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- 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
BLAKELY ISLAND, WA

Destination

MT. VERNON, WA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 78

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1708

Make/Model- 568

Instrument- 5

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT'S ENGINE CEASED OPERATING DUE TO FUEL EXHAUSTION ABOUT FIVE MILES SHORT OF THE DESTINATION AIRPORT. A FIELD WAS SELECTED FOR THE LANDING SITE. DURING THE LANDING ROLL, THE AIRCRAFT NOSED OVER ON FRESHLY PLOWED TERRAIN.

Brief of Accident (Continued)

File No. - 1686

9/26/87

MOUNT VERNON, WA

A/C Reg. No. N8751S

Time (Lc1) - 1825 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1688 9/27/87 SEATTLE,WA A/C Reg. No. N8613F Time (Lcl) - 1030 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	1
Accident Occurred During	-LANDING					2

-----Aircraft Information-----

Make/Model	- HUGHES 369D	Eng Make/Model	- ALLISON 250-C20B	ELT Installed/Activated	- NO	-N/A
Landing Gear	- HIGH SKID	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 3000	Engine Type	- TURBOSHAFT			
No. of Seats	- 4	Rated Power	- 420 HP			

-----Environment/Operator's Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SHELDON,WA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	EVERETT,WA	
Wind Dir/Speed	- 020/007 KTS	ATC/Airspace	Runway Ident
Visibility	- 30.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 87	Last 24 Hrs - 2
	Months Since - 1	Make/Model - 18	Last 30 Days - 22
HELICOPTER	Aircraft Type - R22	Instrument - 0	Last 90 Days - 41
			Rotorcraft - 87

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT WHILE HE WAS IN CRUISE FLIGHT AT ABOUT 1000', THE ENG LOST POWER. HE INITIATED AN AUTOROTATION TO AN ATHLETIC FIELD IN A CITY PARK. DRG HIS APCH, HE CHANGED HIS PLANNED TOUCHDOWN POINT SVRL TIMES DUE TO PERSONNEL ON THE FIELD. HE SAID THAT THIS RESULTED IN A LOSS OF AIRSPEED, & SUBSEQUENTLY, THE HELICOPTER LANDED HARD. DRG TOUCHDOWN, THE MAIN ROTOR BLADES FLEXED DOWNWARD & SEVERED THE TAIL BOOM. AN EXAM OF THE ENG REVEALED NO EVIDENCE OF A MECHANICAL MALFUNCTION THAT WOULD HAVE RESULTED IN A LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1688

9/27/87

SEATTLE,WA

A/C Reg. No. N8613F

Time (Lcl) - 1030 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. AUTOROTATION

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - OTHER PERSON
4. MANEUVER - PERFORMED -
5. ROTOR RPM - NOT MAINTAINED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1690 10/07/87 EDWALL,WA A/C Reg. No. N819MK Time (Lcl) - 0820 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
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 -APPROACH			0	0	0	0

-----Aircraft Information-----

Make/Model - KLIEN AVID FLYER	Eng Make/Model - ROTAX 532LC	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point EDWALL,WA	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A	ATC/Airspace	KLEIN AIRSTRIP
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Ident - 20
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Lth/Wid - 1452 -UNK/NR
Visibility - 50.0 SM	Type Apch/Lndg - FULL STOP	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR		Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 71
SE LAND	Months Since - 7	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A VFR FINAL APCH FOR LNDG, THE PLT WAS WATCHING FOR PWR LINES WHICH HAD TO BE CLEARED & DIVERTED HIS ATTENTION FROM HIS AIRSPEED. AFTER CLEARING THE PWR LINES, THE ACFT STALLED & CRASHED ON A ROADWAY. THE ACFT WAS NOT EQUIPPED WITH A STALL WARNING SYSTEM.

Brief of Accident (Continued)

File No. - 1690

10/07/87

EDWALL,WA

A/C Reg. No. N819MK

Time (Lcl) - 0820 PDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. STALL WARNING SYSTEM - NOT INSTALLED
2. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH

-----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. - 1691 10/11/87 TACOMA, WA A/C Reg. No. N37358 Time (Lc1) - 1015 PDT

-----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	0
Accident Occurred During -TAXI					

-----Aircraft Information-----

Make/Model - CESSNA 340A	Eng Make/Model - CONTINENTAL TS10-520-N	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5975	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 310 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - UNK/NR	Last Departure Point	
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GREAT FALLS, MT	TACOMA NARROWS
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 30.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - UNK/NR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2036
SE LAND, ME LAND, SE SEA	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 130
		Instrument- 235
		Multi-Eng - 800
		Last 30 Days- UNK/NR
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AS THE PLT WAS TAXIING TO THE ACTIVE RWY, THE ACFT'S RIGHT BRAKE BECAME INOP DUE TO A LOSS OF HYDRAULIC FLUID. SUBSEQUENTLY, THE ACFT WENT OFF THE SIDE OF THE TAXIWAY, CONTD OVER AN EMBANKMENT & WAS DAMAGED. THE LOSS OF HYDRAULIC FLUID WAS DUE TO A LEAK IN THE WHEEL CYLINDER ON THE RIGHT MAIN GEAR.

Brief of Accident (Continued)

File No. - 1691

10/11/87

TACOMA, WA

A/C Reg. No. N37358

Time (Lcl) - 1015 PDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. FLUID, HYDRAULIC - LEAK
2. LANDING GEAR, NORMAL BRAKE SYSTEM - INOPERATIVE

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1701 10/22/87 COLVILLE, WA

A/C Reg. No. N15653

Time (Lcl) - 1945 PDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 360/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
COLVILLE, WA
Destination
VANCOUVER, WA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

COLVILLE
Runway Ident - 01
Runway Lth/Wid - 2396/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 55
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	80
Last 24 Hrs	2
Last 30 Days	2
Last 90 Days	3

Instrument Rating(s) - NONE

-----Narrative-----

ALTHOUGH THE RECENTLY CERTIFICATED PRIVATE PILOT WAS NOT CHECKED OUT BY THE FIXED BASE OPERATOR FOR NIGHT FLIGHT AND HAD BEEN WARNED TO RETURN BEFORE SUNSET, HE DEPARTED THE AIRPORT DURING DARK NIGHT CONDITIONS. WITNESSES REPORTED OBSERVING THE AIRCRAFT CLIMB OUT AND THEN EXECUTE A RIGHT TURN BACK TOWARDS THE AIRPORT DURING WHICH THE CLIMB EVOLVED INTO A DESCENT. THE AIRCRAFT STRUCK THE GROUND IN A RIGHT WING DOWN NOSE LOW ATTITUDE ON A BEARING CLOSELY APPROXIMATING THE DOWNWIND FOR THE DEPARTURE RUNWAY AND AT A POINT ROUGHLY 1600 FEET ABEAM THE EXTENDED RUNWAY CENTERLINE. NO MECHANICAL MALFUNCTION WAS EVIDENT; NOR WAS THERE ANY EVIDENCE OF ANY PREIMPACT PILOT IMPAIRMENT.

Brief of Accident (Continued)

File No. - 1701

10/22/87

COLVILLE,WA

A/C Reg. No. N15653

Time (Lc1) - 1945 PDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 4. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 5. SPATIAL DISORIENTATION - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1692 12/20/87 EASTSOUND,WA

A/C Reg. No. N4306J

Time (Lcl) - 1355 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	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28-140
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1950
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 - IMC
Wind Dir/Speed- 270/004 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SNOHOMISH,WA

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 - 61
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 - 330
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 25
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT DEPD SOUTH FROM AN UNATTENDED ISLAND ARPT AT SEA LEVEL & FLEW INTO MARGINAL VFR CONDS WITH MODERATE SNOWFALL. ACQUAINTANCES AT THE ARPT RPRTD THE PLT EXPRESSED AN URGENT NEED TO RETURN TO SNOHOMISH, WA, DESPITE THE WX CONDS. WHEN THE ACFT DID NOT ARRIVE, A SEARCH WAS INITIATED. A USCG HELICOPTER CREW LOCATED THE WRECKAGE BY HOMING ON A WEAK ELT SIGNAL THE NEXT DAY. THE ACFT HAD HIT TREES ON A KNOLL IN MOUNTAINOUS TERRAIN ABOUT 4 MI SSW OF THE DEP ARPT. IMPACT OCCURRED ON A NORTHERLY HEADING AT AN ELEV OF ABOUT 1400' MSL. THE FLAP HANDLE WAS FND IN THE 2ND NOTCH. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE PLT WAS NOT INSTRUMENT RATED. AN AIRLINE EMPLOYEE, WORKING OUTDOORS SOUTH OF THE ARPT, OBSERVED THE ACFT DRG THE INITIAL CLIMB. HE RPRTD THE ACFT APPEARED TO BE OPERATING NORMALLY & ESTIMATED THE CEILING IN THAT AREA WAS ABOUT 1000' AGL WITH 3 MI VIS & MODERATE SNOWFALL. THE ARPT ELEV WAS 25'. ABOUT 18 MI WEST, THE WX WAS IN PART: 400' PARTIAL OBSCURATION, 1300' BROKEN, VIS 2.5 MI WITH SNOW, WIND 270 DEG AT 4 KTS.

Brief of Accident (Continued)

File No. - 1692

12/20/87

EASTSOUND,WA

A/C Reg. No. N4306J

Time (Lcl) - 1355 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 2. SELF-INDUCED PRESSURE - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. WEATHER CONDITION - LOW CEILING
 5. WEATHER CONDITION - SNOW
 6. WEATHER CONDITION - OBSCURATION
 7. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

8. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----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) 1,2,3,4,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1744 4/30/87 EAU CLAIRE,WI A/C Reg. No. N3262P Time (Lcl) - 0754 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	Injuries	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	1	0	0
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - JOHNSON QUICKIE 2	Eng Make/Model - REVMASER 2100D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	EAU CLAIRE COUNTY
Wind Dir/Speed- 050/004 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7300/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 319
SE LAND	Months Since - 9	Last 24 Hrs - 0
	Aircraft Type - J-3	Make/Model- 0
		Instrument- 4
		Last 30 Days- 3
		Last 90 Days- 7

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND THE EXPERIMENTAL AIRCRAFT WHEN HE LOST CONTROL AND IMPACTED ON THE RWY. THIS WAS THE FIRST TIME THE PILOT HAD FLOWN THIS AIRCRAFT. THE PILOT STATED THE AIRCRAFT "REFUSED TO FLARE PROPERLY."

Brief of Accident (Continued)

File No. - 1744

4/30/87

EAU CLAIRE, WI

A/C Reg. No. N3262P

Time (Lcl) - 0754 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
 3. 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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1798 8/15/87 SOLON SPRINGS,WI A/C Reg. No. N5831D Time (Lcl) - 1820 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - MANEUVERING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-22-150
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1840
No. of Seats - 4

Eng Make/Model - LYCOMING O-320
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- 190/010 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
SHELL LAKE,WI

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOLON SPRINGS MUNI
Runway Ident - 19
Runway Lth/Wid - 3100/ 60
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - PA-22

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 276	Last 24 Hrs	- UNK/NR
Make/Model-	260	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE SURVIVING PAX RPRTD THAT DRG INITIAL CLIMB AFTER TAKEOFF, THE ENG SUDDENLY STOPPED & DID NOT RESPOND TO ATMTS OF A RESTART. THE PLT TURNED BACK TOWARD THE ARPT, BUT WAS UNABLE TO REACH THE RWY. THE ACFT IMPACTED LARGE TREES IN A WOODED AREA, THEN CRASHED TO THE GND & BURNED APRX 1/2 MI FM THE ARPT. AN ENG TEARDOWN REVEALED THE CENTER CRANKSHAFT BEARING HAD SEIZED. THERE WAS A CRACK IN THE ENG CASE IN THE VCNTY OF THE BEARING'S OIL ACCESS PORT. ALSO, THERE WAS EVIDENCE THAT OIL HAD PARTIALLY BYPASSED THE BEARING & FLOWED INTO THE CASE. AN ACQUAINTANCE STATED THAT ON A PREVIOUS OCCASION, THE ENG SEIZED WHILE THE ACFT WAS BEING TAXIED. HE FURTHER STATED THAT THE PLT ADDED OIL TO THE ENG, ROTATED THE PROP, RESTARTED THE ENG, THEN FLEW THE ACFT FREQUENTLY, THEREAFTER. ACQUAINTANCES ALSO SAID THE PLT HAD OVERHAULED THE ENG IN MID 1986, ALTHOUGH HE WAS NOT CERTIFIED AS A MECHANIC. ALSO, THE ACFT HAD BEEN MODIFIED IAW STC SA45RM; HOWEVER, NO RECORD WAS FND CONCERNING THE OVERHAUL OR MOD. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.07%.

Brief of Accident (Continued)

File No. - 1798

8/15/87

SOLON SPRINGS,WI

A/C Reg. No. N5831D

Time (Lcl) - 1820 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. MAINTENANCE - IMPROPER - COMPANY/OPERATOR MGMT
2. FLUID,OIL - STARVATION
3. ENGINE ASSEMBLY,BEARING - OVERTEMPERATURE
4. ENGINE ASSEMBLY,BEARING - SEIZED

Occurrence #2 FORCED LANDING
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
7. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1603

9/20/87

GREEN BAY, WI

A/C Reg. No. N146M

Time (Lcl) - 1815 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	0	0	0	1
Flight Conducted Under	-14 CFR 91	0	0	0	1
Accident Occurred During	-LANDING				

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH E55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520-C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/007 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 3000 FT
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VISUAL
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

AUSTIN STRAUBEL
Runway Ident - 36L
Runway Lth/Wid - 8200/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - BE-E55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)

Total	- 2194	Last 24 Hrs	- 4
Make/Model-	651	Last 30 Days-	UNK/NR
Instrument-	172	Last 90 Days-	48
Multi-Eng	- 739		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INTENDED TO LAND LONG ON RWY 36L SINCE HE PARKED THE ACFT NEAR THE NORTH END OF THE FIELD. HE STATED THAT HE FLEW OVER THE RWY AT AN ALT OF APRX 30 FT UNTIL NEAR THE INTX WITH RWY 6/24, THEN HE RETARDED THE THROTTLES & ADJUSTED THE TRIM FOR LANDING. AT ABOUT THAT TIME, THE ACFT DROPPED TO THE RWY, PORPOISED TWICE & THE NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1603

9/20/87

GREEN BAY,WI

A/C Reg. No. N146M

Time (Lc1) - 1815 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. LANDING GEAR,NOSE GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1605 9/27/87 SPARTA, WI A/C Reg. No. N6469S Time (Lcl) - 1300 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	0
Accident Occurred During	-TAKEOFF							

-----Aircraft Information-----

Make/Model	- CESSNA 150H	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRSTRIP	
Method	- TELEPHONE	SAME AS ACC/INC			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		PVT STRIP	
Wind Dir/Speed	- VARIABLE/012 KTS	ATC/Airspace		Runway Ident	- 04
Visibility	- 10.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 1900/ 75
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 - 53	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 1638	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 15	Make/Model - 909	Last 30 Days - UNK/NR
	Aircraft Type - C-150H	Instrument - 157	Last 90 Days - 38
		Multi-Eng - 26	

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS TAKING OFF ON HIS PVT STRIP IN A PREVAILING 12 KT X-WIND THAT WAS VRBL & BLOWING FM A "LULL" TO 18 KTS. HE SAID THE STRIP WAS LOCATED NEAR AN L-SHAPED RIDGE WHICH ATTENUATED THE GENERAL WIND FLOW. ALSO, HE SAID THE 1900' SOD STRIP SLOPED DOWNHILL TWD THE NE & HAD A SLIGHT RIDGE NR THE MIDPOINT. AS THE PLT WAS TAKING OFF, THE ACFT INADVERTENTLY BECAME AIRBORNE AS IT CROSSED OVER THE RIDGE IN THE RWY. AT ABOUT THAT TIME, THE ACFT ENCTRD A GUST & ROLLED TO THE LEFT. THE PLT CORRECTED THE ROLL WITH AILERON & RUDDER. HOWEVER, SINCE THE ACFT WAS IN TURBULENT CONDS AT MIN SPEED, HE ELECTED TO ABORT THE TAKEOFF. HE SAID THE ACFT TOUCHED DOWN ABOUT 300' FM THE DEPARTURE END & WENT OFF THE STRIP. RPRTDLY, IT HAD SLOWED TO A FAST TAXI SPEED WHEN IT HIT A DITCH & NOSED OVER.

Brief of Accident (Continued)

File No. - 1605

9/27/87

SPARTA,WI

A/C Reg. No. N6469S

Time (Lcl) - 1300 CDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - UNFAVORABLE WIND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - ROUGH/UNEVEN
6. LIFT-OFF - PREMATURE -
7. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

8. TERRAIN CONDITION - BERM

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - ABORTED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,7

Factor(s) relating to this accident is/are finding(s) 2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1767 10/05/87 VERONA,WI A/C Reg. No. N3226T Time (Lcl) - 1125 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 177	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 - 2275	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	SPARTA,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	VERONA
Wind Dir/Speed- 300/013 KTS	ATC/Airspace	Runway Ident - 22
Visibility - 18.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1750/ 65
Lowest Sky/Clouds - 9000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 40
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 18
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 18

Instrument Rating(s) - NONE

-----Narrative-----

DURING A VFR LANDING ABORT FULL POWER WAS APPLIED AND FLAPS SELECTED TO THE FULL UP POSITION. THE AIRCRAFT BEGAN TO SETTLE AND A TURN TO THE LEFT WAS INITIATED. THE LEFT WING DROPPED ABRUPTLY, THE NOSE PITCHED DOWN AND A LEFT HAND ROTATION BEGAN. THIS ROTATION CONTINUED UNTIL THE AIRCRAFT IMPACTED INTO THE GROUND. THE AIRCRAFT WAS DESTROYED AND THE SOLO STUDENT PILOT RECEIVED MINOR INJURIES.

Brief of Accident (Continued)

File No. - 1767

10/05/87

VERONA,WI

A/C Reg. No. N3226T

Time (Lcl) - 1125 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - ABORTED

Finding(s)

1. GO-AROUND - DELAYED - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 4. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1753 3/05/87 CHARLESTON,WV A/C Reg. No. N1230M Time (Lcl) - 1333 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 3	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520L	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - FSS	Last Departure Point CLARKSBURG,WV	
Method - TELEPHONE	Destination	Airport Data YEAGER
Completeness - UNK/NR	SAME AS ACC/INC	Runway Ident - 23
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 6302/ 150
Wind Dir/Speed- 060/003 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type of Clearance - VFR	Runway Status - DRY
Lowest Sky/Clouds - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - 7000 FT BROKEN	FULL STOP	
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)
ATP	Current - YES	Total - 4967
SE LAND,ME LAND,SE SEA	Months Since - 7	Last 24 Hrs - UNK/NR
	Aircraft Type - 210	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT BOUNCED AFTER LANDING TOUCHDOWN. WITNESSES OBSERVED THE AIRCRAFT ASSUME A NOSE HIGH ATTITUDE AND HEARD SOME POWER APPLIED TO THE ENGINE AS THE AIRCRAFT VEERED TO THE RIGHT. IT WAS NOT DETERMINED WHETHER THE PILOT WAS ATTEMPTING TO ABORT THE LANDING OR REGAIN CONTROL AND COMPLETE THE LANDING. THE AIRCRAFT CONTINUED TO VEER RIGHT TO A POINT 173 FEET RIGHT OF THE RUNWAY PAVEMENT WHERE IT COLLIDED WITH A DIRT BANK AT THE EDGE OF A DEEP RAVINE. THEREAFTER, THE AIRCRAFT DOVE INTO THE RAVINE AND IMPACTED ON THE NOSE WHILE IN A NEAR VERTICAL DESCENT.

Brief of Accident (Continued)

File No. - 1753

3/05/87

CHARLESTON, WV

A/C Reg. No. N1230M

Time (Lc1) - 1333 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
2. THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation UNKNOWN

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

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