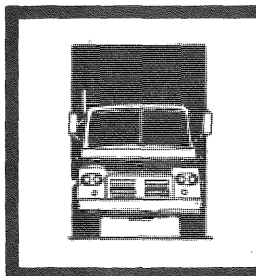
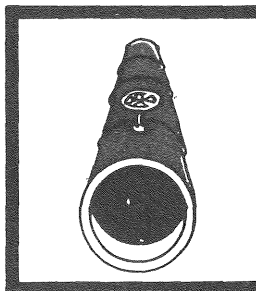
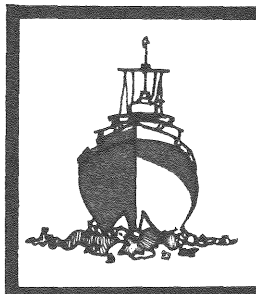
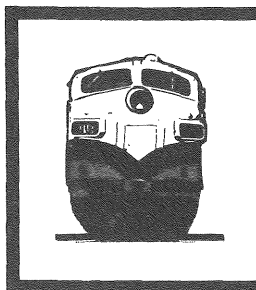
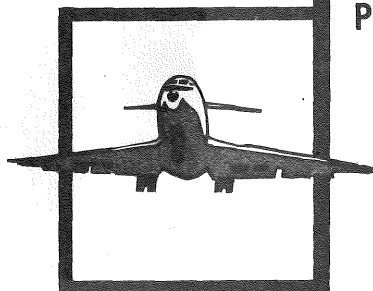
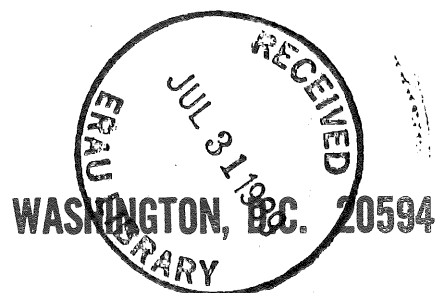


FAB 89/03

PB89-916903



NATIONAL TRANSPORTATION SAFETY BOARD



AIRCRAFT ACCIDENT REPORT

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1987 ACCIDENTS**

NTSB/AAB-89/03

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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16. Abstract This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident. File Numbers: 1801 through 2000					
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FOREWORD

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

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

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

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

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

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

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

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DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 10

CALENDAR YEAR 1987

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1801	4183Y	090487	SALCHA, AK	CITABRIA	7ECA	NONE	2
1802	11838	100687	CORDESVILLE, SC	CESSNA	150L	NONE	342
1803	51333	062387	OLCOTT, NY	CESSNA	150J	NONE	292
1804	8021G	062087	BATAVIA, NY	CESSNA	177RG	NONE	288
1805	2477B	061587	CANASTOTA, NY	PIPER	PA-38-112	NONE	284
1806	4889L	061487	TOWANDA, PA	PIPER	PA-28-180	NONE	326
1806	43978	061487	TOWANDA, PA	TAYLORCRAFT	BC-12D	NONE	328
1807	94383	061387	QUAKERTOWN, PA	ERCOUPE	415-C	SERIOUS	324
1808	3651N	100987	SKWENTNA, AK	PIPER	PA-12	NONE	8
1809	1754M	100987	CREVE COEUR, MO	BOEING	A-75	NONE	226
1810	8940S	100687	HOPE, AR	CESSNA	150	NONE	26
1811	8786V	100587	WAMEGO, KS	BELLANCA	17-31ATC	NONE	166
1812	6206G	092987	DUBUQUE, IA	CESSNA	150K	NONE	130
1813	6156F	092987	EL DORADO, KS	CESSNA	152	NONE	164
1814	5279P	092687	OSAGE BEACH, MO	PIPER	PA-24-250	MINOR	220
1815	6250Q	110687	MOBILE, AL	CESSNA	401A	NONE	22
1816	1547X	101787	HOMER, GA	PIPER	PA-28R-200	NONE	116
1817	92919	091987	ST. PETERSBURG, FL	COMMONWEALTH	185	FATAL	76
1817	2399Z	091987	ST. PETERSBURG, FL	BEECH	23	FATAL	78
1818	417	092687	KISSIMMEE, FL	BEECH	B35	FATAL	80
1819	5190N	092987	OCALA, FL	BOEING	E75	MINOR	82
1820	7532Z	073187	COLUMBUS, NE	PIPER	PA-25-235	NONE	252
1821	120RM	060587	PORT WASHINGTON, NY	BELL	206L	MINOR	278
1822	38346	053187	MERCER, PA	PIPER	J-3	NONE	322
1823	9192G	052387	ELLINGTON, CT	CESSNA	182	NONE	72

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File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
1825	1524R	061687	CROTON FALL, NY	GRUM AMER	AA-5B	NONE	286
1826	53060	061787	TEWKSBURY, MA	CESSNA	177RG	MINOR	192
1827	3913F	061887	MT. UNION BORO, PA	CESSNA	172	NONE	330
1828	40354	062087	WELLSVILLE, NY	MAULE	M-4	NONE	290
1829	2691S	061187	BINGHAMTON, NY	CESSNA	414A	NONE	282
1830	5060P	061087	MIDDLESEX, NY	PIPER	PA-24-180	NONE	280
1831	5266E	100387	THOMSON, GA	CESSNA	172N	NONE	108
1832	6958Q	092387	WENTZVILLE, MO	BEECH	A23A	MINOR	218
1833	85846	041987	STILLWELL, KS	AERONCA	11AC	SERIOUS	160
1834	9231	100887	MEMPHIS, TN	HAMILTON	HA-1	FATAL	352
1835	5988P	100887	COLLEGEDALE, TN	PIPER	PA-24-180	NONE	354
1836	112AG	111187	WEST PALM BEACH, FL	PIPER	PA-31-310	NONE	104
1837	4100S	093087	50 NW SAN JUAN, PR	AERO COMMAND	720	SERIOUS	338
1838	757AD	101787	MURFREESBORO, NC	CESSNA	152	NONE	248
1839	91461	101787	HAMPTON, GA	PIPER	PA-38-112	NONE	114
1840	499GT	101887	BRANSON, MO	GRUMMAN-AMER	AA5B	NONE	230
1841	8508U	101787	LAMONI, IA	CESSNA	172F	NONE	134
1842	4477X	101287	STORM LAKE, IA	PIPER	PA-28-140	NONE	132
1843	72711	102187	ANKENY, IA	NATIONAL	752	SERIOUS	136
1844	9967Y	100887	WARRENSBURG, MO	CHAMPION	7GCB	NONE	224
1845	24GE	092187	LEBANON, MO	ELLSWORTH	VARIEZE	MINOR	216
1846	7275W	092887	OZARK, MO	PIPER	PA-28-180	NONE	222
1847	774AL	091787	PITTSBURGH, PA	BOEING	727-200	SERIOUS	336
1848	5796M	070487	VENICE, LA	AEROSPATIALE	AS-355-F1	FATAL	178
1849	6035L	091587	CORPUS CHRISTI, TX	GRUMMAN AMER	AA-5A	FATAL	372

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1850	138RK	061487	GOSHEN, IN	KENNEDY	AVID FLYER	NONE	156
1851	777HL	052387	MCKINNEY, TX	NORTH AMERIC	SNJ-5	SERIOUS	364
1852	4436F	072087	BANCROFT, WI	AYRES	600S-2D	NONE	394
1853	3652N	071887	HOLLANDALE, MN	AIR TRACTOR	AT-301	FATAL	208
1854	2025L	062987	TEMECULA, CA	BEECH	A36	NONE	52
1855	63385	122787	GAINESVILLE, TX	CESSNA	150M	NONE	376
1856	5700D	082487	MANSFIELD, LA	PIPER	PA-22-150	SERIOUS	182
1857	6809M	080387	HEREFORD, TX	STINSON	108-3	MINOR	370
1858	59MA	052387	TERRELL, TX	MONI	MOTOR GLID	NONE	362
1859	2280J	091587	CONCORD, NC	CESSNA	150G	MINOR	242
1860	3RP	100287	EVERGLADES CITY, FL	PIPER	PA-23-250	FATAL	84
1861	5770M	101287	BAY ST. LOUIS, TX	CESSNA	310P	NONE	374
1862	4029R	100687	UNION CHURCH, MS	HILLER	UH-12E	MINOR	236
1863	601TA	101287	FT LAUDERDALE, FL	BEECH	A-90	SERIOUS	94
1864	731RF	101587	SAMSON, AL	CESSNA	188	NONE	20
1865	711LC	100887	SANDERSVILLE, GA	BEECH	H-18	NONE	110
1866	84430	101287	GREENVILLE, SC	PIPER	PA-28-161	FATAL	344
1867	6468S	122587	MT. PLEASANT, WI	CESSNA	150H	MINOR	400
1868	47622	111487	MANITOWOC, WI	PIPER	PA-28-181	NONE	398
1869	734GF	090687	PERHAM, MN	CESSNA	172N	MINOR	210
1870	93078	012087	EVANSVILLE, IN	CESSNA	152	NONE	154
1871	4157	110187	CAMDEN, OH	MOONEY	M-18C-55	FATAL	302
1872	8043Q	100787	DELAND, FL	CESSNA	421B	FATAL	88
1874	1870S	071787	CRYSTAL BAY, NV	BEECH	B200	FATAL	262
1875	8692W	090687	ALTOONA, PA	PIPER	PA-28-235	FATAL	334

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1876	36139	022687	MONTGOMERY, NY	CESSNA	402	NONE	270
1876	3252M	022687	MONTGOMERY, NY	BELLANCA	8KCAB	NONE	272
1877	7277Y	110887	LEAVENWORTH, KS	PIPER	PA-30	NONE	170
1878	7556E	050987	DELIA, KS	CHAMPION	7EC	FATAL	162
1879	351	061387	STERLING, MA	ROBINSON	R-22	NONE	190
1880	472EH	020787	BEVERLY, MA	GRUMMAN AMER	AA-5A	NONE	188
1881	400LA	121587	LAKEPORT, CA	PIPER	PA-32R-300	FATAL	62
1882	815DB	030287	FRIENDSWOOD, TX	STRISSEL	PITTS S1S	MINOR	360
1883	6667Q	060887	EGYPT, TX	GRUMMAN	G-164B	NONE	368
1884	6743Q	100887	PORT ALLEN, LA	GRUMMAN	G-164A	NONE	184
1885	3798X	110187	MOULTRIE, GA	AERO COMMAND	100	NONE	118
1886	2599J	092487	WINSTON SALEM, NC	CESSNA	150E	SERIOUS	244
1887	735SV	121187	COFFEYVILLE, KS	CESSNA	182Q	MINOR	174
1888	6644P	111387	DES MOINES, IA	PIPER	PA-24-250	MINOR	138
1889	2969X	101787	WARRENSBURG, MO	CESSNA	177	NONE	228
1890	2472Q	102087	ATWOOD, KS	CESSNA	182	NONE	168
1891	7726V	073187	OSGOOD, MO	AERO COMMAND	CALLAIR A9	NONE	214
1892	20ST	062287	DAYTON, OH	LOCKHEED	L-382-30	NONE	296
1893	8799E	092287	HILLSDALE, MI	PIPER	PA-32R-300	SERIOUS	206
1894	1257E	102587	MITCHELL, SD	BEECH	A-36	FATAL	348
1895	2689E	092487	TWIN FALLS, ID	FAIRCHILD	SA227-AC	SERIOUS	144
1896	550H	060787	BAY CITY, MI	BOELKOW (MBB	B0-105CBS	FATAL	202
1897	5059F	091387	PINEDALE, WY	FAIRCHILD HI	FH-1100	SERIOUS	402
1898	3037L	090787	DELTA, UT	CESSNA	310J	SERIOUS	378
1899	78169	110587	BEAUFORT, SC	GLOBE	GC-1B	NONE	346

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1900	2EE	112587	KNOLLS, UT	BEECH	J35	FATAL	380
1901	71288	122687	CHILLICOTHE, MO	LUSCOMBE	8-A	NONE	234
1902	502WM	122187	ST. LOUIS, MO	SONERAI	2L	NONE	232
1903	23303	121787	SILAM SPRINGS, AR	CESSNA	150H	NONE	32
1904	1595J	121687	OSCEOLA, AR	PIPER	PA-28-140	NONE	30
1905	7841P	080187	KOKOMO, IN	PIPER	PA-24-250	FATAL	158
1906	230WF	101787	ARCADIA, FL	EXTRA	230	FATAL	96
1907	2276X	101087	PLYMOUTH, FL	ROBINSON	R-22-B	FATAL	90
1908	11079	111987	GRAND FORKS, ND	HUGHES	269C	NONE	250
1909	7291P	112387	BROOMFIELD, CO	PIPER	PA-24-180	NONE	70
1910	300CC	011387	SO. DARTMOUTH, MA	AGUSTA SPA	A109AII	MINOR	186
1911	8035G	120687	GREAT FALLS, MT	CESSNA	177RG	SERIOUS	240
1912	27LH	122287	ANGEL FIRE, NM	BEECH	A36	NONE	258
1913	4207F	102487	TITUSVILLE, FL	CESSNA	172	SERIOUS	100
1914	56583	102287	MADISON, MS	MAULE	M-5-180C	NONE	238
1915	425K	080987	MILWAUKEE, WI	BEECH	B90	NONE	396
1916	211T	122687	RIVERTON, WY	PIPER	PA-18-125	SERIOUS	404
1917	40364	123087	DONA ANA, NM	RAVEN	RALLY RX7	MINOR	260
1918	1380Q	112487	ABERDEEN, SD	CESSNA	150L	NONE	350
1919	165SW	011087	YUMA, AZ	SWEARINGEN	SA227-AC	NONE	34
1920	7498J	020987	TULARE, CA	PIPER	PA-28R-180	NONE	44
1921	74GC	062987	GRAND CANYON, AZ	DEHAVILLAND	DHC-6-300	NONE	36
1922	8411S	110487	WILLCOX, AZ	CESSNA	182H	MINOR	38
1923	413EE	112787	MARICOPA, CA	BEECH	P35	NONE	60
1924	75397	122187	LOS ANGELES, CA	PIPER	PA-32R-300	NONE	64

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1924	911E	122187	LOS ANGELES, CA	BEECH	E18S	NONE	66
1925	49694	101787	POCATELLO, ID	NAPPER	VANCRAFT	NONE	146
1926	7695U	101887	MYRTLE CREEK, OR	CESSNA	150-M	NONE	310
1927	35HA	111187	TURNER, OR	HILLER	FH-1100	NONE	316
1928	400TT	111187	WINNEMUCCA, NV	PIPER	PA-24-400	NONE	266
1929	44856	102587	SNOQUALAMIE PSS, WA	PIPER	PA-28-161	MINOR	386
1930	2754K	102187	WALTON, OR	CESSNA	180K	FATAL	312
1931	9303R	113087	FUNTER BAY, AK	CESSNA	206	NONE	16
1932	8819T	122887	LAS VEGAS, NV	CESSNA	182C	FATAL	268
1933	4523Z	112787	CORNELIUS, OR	PIPER	PA-22-108	NONE	318
1934	377AA	101187	PALMETTO, GA	AMERICAN	FALCON XP	NONE	112
1935	7378V	091687	LOUISVILLE, KY	BELLANCA	17-30A	SERIOUS	176
1936	3644L	060887	STEUBENVILLE, OH	CESSNA	172G	NONE	294
1937	41788	052787	GRAND PRAIRIE, TX	PIPER	PA-34-200	NONE	366
1938	526DP	112787	TACOMA, WA	PITTS	S-2A	NONE	390
1938	9134H	112787	TACOMA, WA	CESSNA	172M	NONE	392
1939	670FL	091287	EAST GRANBY, CT	PIPER	PA-28-140	FATAL	74
1940	61376	102187	KARLUK, AK	CESSNA	A185	NONE	14
1941	8477M	101687	WHITTIER, AK	CESSNA	A150K	MINOR	12
1942	1472M	101687	SHELDON POINT, AK	CESSNA	207A	NONE	10
1943	3140M	091587	SHAW CREEK, AK	PIPER	PA-12	FATAL	4
1944	5076V	010487	HAYWARD, CA	VARGA	2150A	FATAL	42
1945	73503	120687	ATMAUTLUAK, AK	CESSNA	207A	NONE	18
1946	42138	062887	CAPE MAY, NJ	PIPER	J3C-65	NONE	256
1947	87583	100487	CLEARLAKE, CA	REPUBLIC	RC-3	MINOR	56

File Number	Aircraft Regist.	Date	Location	Make	Aircraft Model	Injury Index	Page
1948	86173	062487	WADSWORTH, OH	STEEN	SKYBOLT	FATAL	298
1949	2459F	020887	MOUNT AIRY, MD	PIPER	PA-38-112	SERIOUS	196
1950	7617Y	071487	LINCOLNVILLE, ME	PIPER	PA-30	FATAL	198
1951	14SH	102587	CLEARWATER, FL	PITTS	S-1C	NONE	102
1952	6475Y	101287	ST. THOMAS, VI	PIPER	PA-23-250	FATAL	384
1953	26574	101287	POMPANO BEACH, FL	ROCKWELL	700	FATAL	92
1954	9685	081887	BASTROP, LA	GRUMMAN	G-164A	FATAL	180
1955	96934	123187	DAVENPORT, IA	CESSNA	182Q	NONE	140
1956	98BS	112787	OLIVER SPRINGS, TN	CESSNA	152	FATAL	358
1957	81796	052287	PORTER, OK	PIPER	PA-32R-301	FATAL	306
1958	9220U	051887	APPLE VALLEY, CA	CESSNA	150M	SERIOUS	48
1959	98836	062287	KAILUA, HI	CESSNA	310R	NONE	124
1960	50342	101287	GARDNER, MA	CESSNA	150H	FATAL	194
1961	407MX	090787	ATLANTA, GA	BRITISH AERO	3101	MINOR	106
1962	616G	110887	ATLANTA, GA	BEECH	95C-55	NONE	122
1963	667FL	110787	SEBRING, OH	PIPER	PA-28-140	SERIOUS	304
1964	8857E	091587	TULSA, OK	BOEING	727	NONE	308
1965	62953	080887	STOW, OH	CESSNA	172P	NONE	300
1966	3815X	100587	INVERNESS, FL	CESSNA	310K	FATAL	86
1967	15629	120987	ANNISTON, AL	PIPER	PA-28-140	SERIOUS	24
1968	721WW	041787	PLEASANTVILLE, NY	BEECH	58P	FATAL	274
1969	6343X	093087	MANTEO, NC	BEECH	95-B55	FATAL	246
1970	4297F	122787	GOODYEAR, AZ	CESSNA	172	NONE	40
1971	7533G	120587	MARION, IL	CESSNA	150L	FATAL	152
1972	792G	101887	WHITWELL, TN	GROB	G-102	NONE	356

File Order Listing - Issue No. 10, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
1973	6422G	123187	SAN ANDREAS, CA	CESSNA	150K	NONE	68
1974	7797X	111287	JAMESTOWN, CA	CESSNA	172B	MINOR	58
1975	3009J	122487	HILO, HI	CESSNA	150E	NONE	126
1976	2009R	050287	RHINEBECK, NY	FOKKER	DR-1	SERIOUS	276
1977	6326Y	072187	AVERY, ID	CESSNA	T210N	FATAL	142
1978	9131J	111587	MENA, AR	PIPER	PA-28-180	FATAL	28
1979	7735A	111987	AUGUSTA, KS	CESSNA	310Q	FATAL	172
1980	785	051787	EBENSBURG, PA	NOONAN	VARI-EZE	NONE	320
1981	2138J	121487	DRAPER, UT	PIPER	PA-28-161	FATAL	382
1982	73201	102487	KEY COLONY BCH., FL	BELL	47J-2	NONE	98
1983	15259	041987	LINCOLN, CA	PIPER	PA-32-300	MINOR	46
1984	2030W	062887	LAKEPORT, CA	BEECH	C90	NONE	50
1985	761JM	063087	TRACY, CA	CESSNA	T210M	MINOR	54
1986	26863	040687	COLUMBIA, MO	FAIRCHILD	SA-227	NONE	212
1987	2338Y	080387	SWEA CITY, IA	PIPER	PA-36-300	SERIOUS	128
1988	2061V	091987	CREIGHTON, NE	CESSNA	120	NONE	254
1990	76SC	082587	CHARLEVOIX, MI	PITTS	S-1	NONE	204
1991	41682	103187	LAWRENCEVILLE, IL	BELLANCA	8KCAB	FATAL	150
1992	8927F	091587	PLAINFIELD, IL	HUGHES	269A	MINOR	148
1993	6141	102687	LEBANON, OR	BELL	47G2	NONE	314
1994	9040M	101487	WINNEMUCCA, NV	CESSNA	206	NONE	264
1995	9705Z	100787	JUNEAU, AK	CESSNA	180C	NONE	6
1996	7140G	110687	CUMMING, GA	CESSNA	172K	NONE	120
1997	66090	100387	HILTON HEAD, SC	CESSNA	172P	NONE	340
1998	4956U	112187	PORT TOWNSEND, WA	CESSNA	210E	FATAL	388

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page ----
1999	4202M	071587	SPENCER LAKE, ME	PIPER	PA-12	NONE	200
2000	14HR	062687	DOYLESTOWN, PA	PIPER	PA-60	NONE	332

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 10 OF 1987 ACCIDENTS

Brief of Accident

File No. - 1801 9/04/87 SALCHA, AK A/C Reg. No. N4183Y Time (Lcl) - 1930 ADT

-----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	0

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	FAIRBANKS, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SALCHA, AK	PERKINS STRIP
Wind Dir/Speed- 230/012 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 60
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 129
SE LAND	Months Since - 15	Make/Model- 129
	Aircraft Type - 7ECA	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS UNABLE TO MAINTAIN DIRECTIONAL CONTROL OF THE ACFT WHEN HE ENCOUNTERED A QUARTERING CROSSWIND GUST ON FINAL APPROACH. THE LEFT WING COLLIDED WITH BRUSH AND SMALL TREES ALONG SIDE OF THE UNATTENDED AIRSTRIP. THE PILOT RPTD THE WIND GUSTING TO 16 KTS.

Brief of Accident (Continued)

File No. - 1801

9/04/87

SALCHA, AK

A/C Reg. No. N4183Y

Time (Lcl) - 1930 ADT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
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. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. OBJECT - TREE(S)

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

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

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

Brief of Accident

File No. - 1943 9/15/87 SHAW CREEK, AK A/C Reg. No. N3140M Time (Lcl) - 1900 ADT

-----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
ON GROUND

Crew
Pass

Fatal
1
2

Injuries
Serious
0
0

Minor
0
0

None
0
0

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt. - 1625
No. of Seats - 3

Eng Make/Model - LYCOMING O-320-B3B
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- 060/005 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
DRY CREEK, AK
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2950
Make/Model- UNK/NR
Instrument- 10
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS TRANSPORTING PASSENGERS INCIDENTAL TO THE OPERATION OF HIS LODGE. ACCORDING TO WITNESSES, IT WAS COMMON FOR PILOTS TO USE THAT PORTION OF THE HIGHWAY FOR TAKEOFFS AND LANDINGS. ACCORDING TO THE HUSBAND OF ONE OF THE FATALLY INJURED PASSENGERS, THE PILOT WAS PLANNING TO LAND ON THE HIGHWAY, JUST AS HE HAD DONE PREVIOUSLY. ANOTHER WITNESS STATED THE AIRPLANE WAS PARALLELING THE HIGHWAY AND MADE A RIGHT TURN TOWARDS THE ROAD AND THE HILL. THE AIRPLANE THEN "WOBBLED" SLIGHTLY, AND THEN DOVE TOWARD THE ROAD WITH THE RIGHT WING LOW. THE AIRPLANE IMPACTED APPROXIMATELY 20 YARDS IN FRONT OF A TRACTOR TRAILER ON THE HIGHWAY. THE AIRPLANE BURST INTO FLAMES AND SLID INTO THE DITCH ALONGSIDE OF THE HIGHWAY.

Brief of Accident (Continued)

File No. - 1943

9/15/87

SHAW CREEK, AK

A/C Reg. No. N3140M

Time (Lcl) - 1900 ADT

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

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. AIRPORT - NOT USED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 5. TERRAIN CONDITION - ROADWAY/HIGHWAY
-

----Probable Cause----

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

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. - 1995 10/07/87 JUNEAU, AK

A/C Reg. No. N9705Z

Time (Lcl) - 1730 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 53
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2240
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-----

WHILE LANDING ONTO A SOFT, SANDY BEACH AREA THE AIRCRAFT NOSED OVER INVERTED. THE PLT FAILED TO FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1995

10/07/87

JUNEAU, AK

A/C Reg. No. N9705Z

Time (Lcl) - 1730 ADT

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - ROLL

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. TERRAIN CONDITION - SOFT
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1808 10/09/87 SKWENTNA,AK A/C Reg. No. N3651N Time (Lcl) - 1830 ADT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

Make/Model - PIPER PA-12
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1750
No. of Seats - 3

Eng Make/Model - LYCOMING O-360-A4M
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - 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 - 10.0 SM
Lowest Sky/Clouds - 800 FT SCATTERED
Lowest Ceiling - 1500 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANCHORAGE,AK
Destination
SKWENTNA,AK

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

JOHNSON CREEK RIDGE
Runway Ident - UNK/NR
Runway Lth/Wid - 700 -UNK/NR
Runway Surface - DIRT
Runway Status - WET

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

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-206

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2010 Last 24 Hrs - 1
Make/Model- 1400 Last 30 Days- UNK/NR
Instrument- 46 Last 90 Days- 178

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT COLLIDED WITH A TREE STUMP DURING A SHORT FIELD LANDING. THE PLT STATED THAT THE STUMP WAS HIDDEN BY TALL GRASS. NO OFFICIAL INFORMATION IS PUBLISHED ABT THE JOHNSON AIRSTRIP.

Brief of Accident (Continued)

File No. - 1808

10/09/87

SKWENTNA,AK

A/C Reg. No. N3651N

Time (Lcl) - 1830 ADT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. TERRAIN CONDITION - HIGH VEGETATION
3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
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) 1,3

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

Brief of Accident

File No. - 1942 10/16/87 SHELDON POINT, AK A/C Reg. No. N1472M Time (Lcl) - 1925 ADT

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

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

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

Make/Model - CESSNA 207A

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 3800

No. of Seats - 7

Eng Make/Model - CONTINENTAL IO-520-F

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 300 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/040 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - UNK/NR

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAINT MARYS, AK

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRSTRIP

Airport Data

SHELDONS POINT

Runway Ident - 20

Runway Lth/Wid - 2190/ 60

Runway Surface - GRAVEL

Runway Status - WET

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND, SE SEA, ME SEA

GLIDER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 8700

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 AIR TAXI PILOT ATTEMPTED TO LAND ON A SHORT NARROW GRAVEL AIR STRIP IN CROSSWIND CONDITIONS. HE RAN OFF THE END OF THE RUNWAY AND THE AIRPLANE WAS SUBSTANTIALLY DAMAGED. THE WIND WAS IN EXCESS OF RECOMMENDATIONS FOR THE TYPE ACFT. A WITNESS REPORTED THAT THE WIND WAS 40 KTS GUSTING TO 50 KTS FROM 230 DEGREES.

Brief of Accident (Continued)

File No. - 1942

10/16/87

SHELDON POINT, AK

A/C Reg. No. N1472M

Time (Lc1) - 1925 ADT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. AIRCRAFT HANDLING - 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. - 1941 10/16/87 WHITTIER, AK A/C Reg. No. N8477M Time (Lcl) - 1315 ADT

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

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

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

Make/Model - CESSNA A150K	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	ANCHORAGE, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	HINCHINBROOK IS, AK	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 240
SE LAND	Months Since - 4	Make/Model- 12
	Aircraft Type - C-150	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC GOT LOST WHILE FLYING ABOVE AN OVERCAST. WHEN HE FINALLY FOUND AN OPENING AND DESCENDED BELOW THE CLOUDS HE WAS LOW ON FUEL. HE LOCATED SOME BUILDINGS ON A NARROW BEACH AND ATTEMPTED TO LAND. HE OVERSHOT THE BEACH AND STRUCK STACKS OF BUILDING MATERIALS.

Brief of Accident (Continued)

File No. - 1941

10/16/87

WHITTIER, AK

A/C Reg. No. N8477M

Time (Lcl) - 1315 ADT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. BECAME LOST/DISORIENTED
3. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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

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. - 1940 10/21/87 KARLUK, AK A/C Reg. No. N61376 Time (Lcl) - 1300 ADT

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

Type Operating Certificate - COMMUTER	Aircraft Damage	Fatal	Injuries	None
Name of Carrier - ARMSTRONG AIR SERVICE	SUBSTANTIAL		Serious	
Type of Operation - NON SCHED, DOMESTIC, PAX/CARGO	Fire	Crew 0	Minor	1
Flight Conducted Under - 14 CFR 135	NONE	Pass 0		2
Accident Occurred During - TAKEOFF				

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

Make/Model - CESSNA A185	Eng Make/Model - CONTINENTAL IO-520-D	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3350	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	DILLINGHAM, AK	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed - 090/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - GRAVEL
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 2000 FT OVERCAST	Type Apch/Lndg - NONE	SOFT
Obstructions to Vision - NONE		
Precipitation - RAIN		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 45	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 12000
SE LAND, ME LAND, SE SEA	Months Since - 3	Make/Model - 3000
	Aircraft Type - DHC-2	Instrument - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ARRIVED LATE AND THE TIDE HAD COME IN AT THE BEACH IN KANATAK BAY. BY THE TIME HE COMMENCED HIS TAKEOFF ATTEMPT, THE USABLE AREA HAD DIMINISHED CONSIDERABLY. THE RIGHT MAIN GEAR CAUGHT IN THE SURF AND THE AIRPLANE INVERTED IN THE WATER.

Brief of Accident (Continued)

File No. - 1940

10/21/87

KARLUK, AK

A/C Reg. No. N61376

Time (Lc1) - 1300 ADT

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

Finding(s)

1. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 2. PLANNING-DECISION - POOR - PILOT IN COMMAND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1931 11/30/87 FUNTER BAY, AK A/C Reg. No. N9303R Time (Lcl) - 1510 AST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries			
Name of Carrier	-CHANNEL FLYING, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	3
Accident Occurred During	-DESCENT						

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

Make/Model	- CESSNA 206	Eng Make/Model	- CONTINENTAL IO-520-F	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	JUNEAU, AK	
Wind Dir/Speed	- 150/020 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- N/A
Lowest Ceiling	- 1500 FT OVERCAST	Type Apch/Lndg	- N/A
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current	- YES	Total - 8781
SE LAND, SE SEA	Months Since	- 5	Make/Model - 1108
	Aircraft Type	- UNK/NR	Instrument - 24
			Last 24 Hrs - 5
			Last 30 Days - UNK/NR
			Last 90 Days - 456

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, WITH A RIGHT QUARTERING TAILWIND OF 20 KNOTS GUSTING TO 25 KNOTS, A DOWNDRAFT WAS ENCOUNTERED. THE PILOT FLEW THE AIRCRAFT AWAY FROM RISING TERRAIN BUT THE AIRCRAFT SETTLED INTO SMALL TREES AT FULL POWER IN THE TAKEOFF CONFIGURATION.

Brief of Accident (Continued)

File No. - 1931

11/30/87

FUNTER BAY, AK

A/C Reg. No. N9303R

Time (Lcl) - 1510 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1945 12/06/87 ATMAUTLUAK,AK A/C Reg. No. N73503 Time (Lcl) - 1755 AST

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

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

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

Make/Model	- CESSNA 207A	Eng Make/Model	- CONTINENTAL IO-520F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3800	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 7	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	Last Departure Point	ON AIRPORT	
Method	- ACFT RADIO	BETHEL,AK		
Completeness	- UNK/NR	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	ATMAUTLAUK	
Wind Dir/Speed	- 240/017 KTS		Runway Ident	- 33
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2000 -UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Flight Plan	Runway Surface	- SNOW
Lowest Ceiling	- UNK/NR OVERCAST	Type of Clearance	Runway Status	- SNOW - DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

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

Pilot-In-Command	Age - 36	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 2227	Last 24 Hrs - 7
SE LAND,ME LAND,SE SEA	Months Since - 3	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 226	Last 90 Days- 211
		Multi-Eng - 102	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS ON FINAL APPROACH WHEN A VEHICLE APPEARED TO BE ON THE RUNWAY COMING AT THE AIRCRAFT. THE PILOT PULLED THE AIRCRAFT UP OVER THE SNOW MACHINE BUT SETTLED BACK TO THE GROUND ALONGSIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 1945

12/06/87

ATMAUTLUAK, AK

A/C Reg. No. N73503

Time (Lcl) - 1755 AST

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

Finding(s)

1. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 4. OBJECT - VEHICLE
 5. EQUIPMENT, OTHER - CONFLICTING - DRIVER OF VEHICLE
 6. PULL-UP - PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

7. LANDING GEAR, NOSE GEAR STRUT - SEPARATION
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1864 10/15/87 SAMSON,AL A/C Reg. No. N731RF Time (Lcl) - 0630 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAMSON,AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOGAN
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 4455
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 350

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT SAID THE PROP SURGED DURING A SWATH RUN. WHILE RTNING TO LAND THE ENGINE QUIT. THE ACFT LANDED IN A PLOWED FIELD, RESULTING IN SUBSTANTIAL DAMAGE TO THE RT WING AND LNDG GEAR. INSPECTION OF THE ENGINE BY THE PLT REVEALED THAT THE OIL FILTER ADAPTER THREAD HAD FAILED. THE OIL FILTER THEN SEPARATED FM THE ENGINE MOUNT AND THE ENGINE LOST ALL ITS OIL.

Brief of Accident (Continued)

File No. - 1864

10/15/87

SAMSON,AL

A/C Reg. No. N731RF

Time (Lc1) - 0630 CST

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

Finding(s)

1. LUBRICATING SYSTEM,OIL FILTER/SCREEN - FAILURE,TOTAL
2. LUBRICATING SYSTEM,OIL FILTER/SCREEN - SEPARATION

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION
3. FLUID,OIL - LOSS,TOTAL

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1815 11/06/87 MOBILE,AL A/C Reg. No. N6250Q Time (Lcl) - 1755 CST

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

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

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

Make/Model - CESSNA 401A	Eng Make/Model - CONTINENTAL TSIO-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MOBILE,AL	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	MONTGOMERY,AL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 9.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 68	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 26922
SE LAND,ME LAND	Months Since - 9	Make/Model- 13
	Aircraft Type - PA-23	Instrument- 2354
		Multi-Eng - 10216
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 31

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RELATED THAT HE WAS CLIMBING THROUGH 4,300 FT WHEN HE LOST THE LEFT TURBOCHARGER. HE THEN NOTED SPARKS AND THEN FIRE FROM THE ENGINE. HE SHUT OFF THE FUEL, WAITED FOR THE FIRE TO GO OUT AND FEATHERED THE PROPELLER. THE FLT WAS CONTINUED TO MONTGOMERY, AL WHERE THE ACFT WAS BASED AND A NO FLAP LANDING WAS EXECUTED. NO FURTHER PROBLEMS WERE ENCOUNTERED. INSPECTION REVEALED THAT THE COUPLING FROM THE EXHAUST TO THE WASTE GATE HAD FAILED ALLOWING EXHAUST GASES TO ESCAPE INTO THE ENGINE COWLING. ACFT DAMAGE INCLUDED ENGINE MOUNT BEAMS AND THE WING SPAR THROUGH THE ENGINE NACELLE. AD 75-23-08 R5 DOES NOT APPLY TO THE FRACTURED COMPONENT.

Brief of Accident (Continued)

File No. - 1815

11/06/87

MOBILE,AL

A/C Reg. No. N62500

Time (Lcl) - 1755 CST

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

Finding(s)

1. 1 ENGINE -
 2. EXHAUST SYSTEM,WASTEGATE - SEPARATION
-

Occurrence #2 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

3. EXHAUST SYSTEM - LEAK
 4. REMEDIAL ACTION - 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

Brief of Accident

File No. - 1967 12/09/87 ANNISTON,AL A/C Reg. No. N15629 Time (Lcl) - 1330 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	1	0
Pass		0	1	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-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 - IN PERSON
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 220/006 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 3500 FT OVERCAST

Obstructions to Vision- UNK/NR

Precipitation - UNK/NR

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

COLUMBIA,SC

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 - 33

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 388	Last 24 Hrs	- 2
Make/Model-	309	Last 30 Days-	3
Instrument-	9	Last 90 Days-	13

Instrument Rating(s) - NONE

-----Narrative-----

THE VFR PILOT CONTINUED THE FLIGHT INTO DETERIORATING WEATHER CONDITIONS AND ATTEMPTED TO DESCEND BELOW THE LOWERING CLOUDS UNTIL THE AIRCRAFT WAS TOO LOW TO TURN AROUND SAFELY AND RETURN TO VFR FLIGHT CONDITIONS. THE AIRCRAFT COLLIDED WITH TREES AND STRUCK THE SIDE OF A MOUNTAIN. THE PLT STATED THAT WHEN HE COULD NOT GET UNDER THE LOW CLOUDS HE DECIDED TO CLIMB AND ATTEMPT TO GET ON TOP. HE SAID HE HAD APPLIED FULL POWER TO CLIMB AND ABOUT 5 SECONDS LATER THE ACFT COLLIDED WITH THE TOP OF TREES AND THEN THE GROUND.

Brief of Accident (Continued)

File No. - 1967

12/09/87

ANNISTON,AL

A/C Reg. No. N15629

Time (Lcl) - 1330 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation CLIMB

Finding(s)

1. WEATHER EVALUATION - POOR - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
4. WEATHER CONDITION - CLOUDS
5. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
6. TERRAIN CONDITION - HIGH TERRAIN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1810 10/06/87 HOPE, AR A/C Reg. No. N8940S Time (Lcl) - 1100 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 150
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- 340/014 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 - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

STROUD PRIVATE
Runway Ident - 36
Runway Lth/Wid - 1500-N/A
Runway Surface - DIRT
Runway Status - DRY
HIGH VEGETATION

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 59

Biennial Flight Review

Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 200	Last 24 Hrs	- UNK/NR
Make/Model-	115	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING TKOF FROM A PRIVATE 1500 FOOT AIRSTRIP THE STUDENT PLT STATED THAT THE ACFT WOULD NOT CLIMB AND BEGAN TO SETTLE. HE REALIZED HE WAS LOSING AIRSPEED AND DID NOT HAVE ENOUGH ALTITUDE TO TRADE FOR AIRSPEED SO HE CHOPPED THE THROTTLE AND MADE AN EMERGENCY LNDG. THE NOSE GEAR COLLAPSED DURING THE LNDG. THE STUDENT PLT'S MEDICAL HAD EXPIRED IN 1983 AND HE HAD FLOWN A TOTAL OF 3 HOURS SINCE 1985. THE ACFT'S LAST ANNUAL INSPECTION HAD EXPIRED ON 11/30/85. THE PURPOSE OF THE FLIGHT WAS TO TRY AND LOCATE A MISSING CHILD.

Brief of Accident (Continued)

File No. - 1810

10/06/87

HOPE, AR

A/C Reg. No. N8940S

Time (Lcl) - 1100 CDT

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

Finding(s)

1. ROTATION - PREMATURE - PILOT IN COMMAND
2. AIRSPEED(VXSE) - NOT ATTAINED - PILOT IN COMMAND
3. LACK OF RECENT EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
5. PRESSURE - OTHER PERSONNEL

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1978 11/15/87 MENA, AR A/C Reg. No. N9131J Time (Lcl) - 1800 CST

-----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	0	0	0	0

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

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

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

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

Weather Data

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

Basic Weather - IMC

Wind Dir/Speed- 080/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
PARAGOULD, AR
Destination
FT WORTH, TX

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 - 36
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 750
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-----

ON THE DAY OF THIS ACCIDENT, THERE WAS A WELL-PUBLICIZED WEATHER SYSTEM AFFECTING THE WEATHER ALONG THE PILOT'S ROUTE: WARM MOIST GULF AIR WAS MOVING NORTHWARD TOWARD A COLD FRONT THAT EXTENDED FROM MEXICO TO CANADA. RESIDENTS IN THE AREA SAID THE REGION HAD LOW CEILINGS, LOW VISIBILITY AND THUNDERSTORMS. THERE IS NO EVIDENCE THE PILOT CONTACTED ANY GOVERNMENT AGENCY FOR PREFLIGHT WEATHER INFORMATION. THE AIRPLANE FLEW ALMOST STRAIGHT AND LEVEL INTO TREES AND TERRAIN AT THE 2600-FOOT LEVEL ON FOURCH MOUNTAIN, NORTH OF MENA, ARKANSAS.

Brief of Accident (Continued)

File No. - 1978

11/15/87

MENA, AR

A/C Reg. No. N9131J

Time (Lcl) - 1800 CST

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 - THUNDERSTORM
 4. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

7. TERRAIN CONDITION - HIGH TERRAIN
-

-----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. - 1904 12/16/87 OSCEOLA, AR A/C Reg. No. N1595J Time (Lcl) - 0845 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

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

Eng Make/Model - LYCOMING O-320
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- 270/010 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

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)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 60
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - PA-28

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

Total	- 12494	Last 24 Hrs	- UNK/NR
Make/Model-	2510	Last 30 Days-	UNK/NR
Instrument-	172	Last 90 Days-	75
Multi-Eng -	29	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS BEING JUMP-STARTED FROM AN AUTOMOBILE. THE FLIGHT INSTRUCTOR LEFT FOR SOME EQUIPMENT WHEN THE STUDENT CALLED HIM BACK AND SAID THERE WAS SMOKE IN THE CABIN. THE AIRPLANE STARTED TO BURN AND WAS DEMOLISHED. THE STUDENT STATED THERE WAS A PINHOLE LEAK COMING FROM A FUEL LINE AND HITTING A HOT TERMINAL OF THE BATTERY.

Brief of Accident (Continued)

File No. - 1904

12/16/87

OSCEOLA, AR

A/C Reg. No. N1595J

Time (Lcl) - 0845 CST

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

Finding(s)

1. FUEL SYSTEM, LINE - LEAK
2. ELECTRICAL SYSTEM, BATTERY - ARCING
3. FLUID, FUEL - FIRE

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

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

Brief of Accident

File No. - 1903 12/17/87 SILOAM SPRINGS, AR A/C Reg. No. N23303 Time (Lcl) - 1900 CST

-----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 - CESSNA 150H	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	TULSA, OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SMITH
Wind Dir/Speed- 110/006 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 19	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 105
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 56
		Instrument- 5
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHEN THE AIRPLANE WAS ON DOWNWIND, THE PILOT THOUGHT HE WAS PULLING ON THE CARBURETOR HEAT. THE PILOT ATTEMPTED TO APPLY POWER ON FINAL AND FOUND THE ENGINE WAS WINDMILLING. THE PILOT FOUND HE HAD PULLED THE MIXTURE INSTEAD OF THE CARBURETOR HEAT. DURING THE FORCED LANDING, OFF AIRPORT, THE AIRPLANE COLLIDED WITH TREES, THE TERRAIN, AND NOSED OVER TO THE INVERTED POSITION.

Brief of Accident (Continued)

File No. - 1903

12/17/87

SILAM SPRINGS, AR

A/C Reg. No. N23303

Time (Lcl) - 1900 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
3. MIXTURE - INADVERTENT DEACTIVATION - PILOT IN COMMAND
4. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

5. MIXTURE - NOT CORRECTED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

6. OBJECT - TREE(S)
7. LIGHT CONDITION - DARK NIGHT

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

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

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

Brief of Accident

File No. - 1919 1/10/87 YUMA,AZ A/C Reg. No. N165SW Time (Lcl) - 0030 MST

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

Type Operating Certificate	COMMUTER	Aircraft Damage	Injuries			
Name of Carrier	-SKY WEST AIRLINES	SUBSTANTIAL				
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING			0	0	0
						2
						3

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

Make/Model	- SWEARINGEN SA227-AC	Eng Make/Model	- GARRETT TPE-331-11461	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 22	Rated Power	- 840 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	IMPERIAL,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YUMA INT'L
Wind Dir/Speed- 340/009 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 5170/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 4542
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 1425
		Instrument- UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 265
		Rotorcraft - UNK/NR
		Multi-Eng - 1757

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LEFT MAIN LANDING GEAR RETRACTED AFTER A NORMAL LANDING AND THE AIRCRAFT SWERVED OFF THE LEFT SIDE OF THE RUNWAY INTO THE DIRT. CREWMEMBERS STATED THAT THEY OBSERVED THREE GREEN LANDING GEAR POSITION LIGHTS PRIOR TO TOUCH DOWN AND THAT, AFTER THE AIRCRAFT CAME TO A STOP, THE LEFT GEAR IN TRANSIT LIGHT HAD COME ON AND THE GREEN LIGHT WAS OFF. INSPECTION REVEALED NO MALFUNCTION OR PRE-ACCIDENT DEFECT OF THE LANDING GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 1919

1/10/87

YUMA, AZ

A/C Reg. No. N165SW

Time (Lcl) - 0030 MST

Occurrence #1 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - UNLOCKED
 2. UNDETERMINED
-

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

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

Brief of Accident

File No. - 1921 6/29/87 GRAND CANYON,AZ A/C Reg. No. N74GC Time (Lcl) - 1257 MST

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

Type Operating Certificate	COMMUTER	Aircraft Damage		Injuries	
Name of Carrier	-GRAND CANYON AIRLINES, IN	SUBSTANTIAL		Fatal	
Type of Operation	-SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Serious	Minor
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0
Accident Occurred During	-TAXI			0	0
					2
					16

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

Make/Model	- DEHAVILLAND DHC-6-300	Eng Make/Model	- P&W PT6A-27	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 12500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 680 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	SAME AS ACC/INC			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		GRAND CANYON NATIONAL PRK	
Wind Dir/Speed	- 200/007 KTS	ATC/Airspace		Runway Ident	- 21
Visibility	- 50.0 SM	Type of Flight Plan	- COMPANY (VFR)	Runway Lth/Wid	- 8999/ 150
Lowest Sky/Clouds	- 6000 FT SCATTERED	Type of Clearance	- VFR	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 - 40	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4706	Last 24 Hrs - 5
SE LAND,ME LAND	Months Since - 3	Make/Model- 346	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 191	Last 90 Days- 313
		Multi-Eng - 875	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING FOR TAKEOFF, THE UNDERSIDE OF THE LEFT WING STRUCK THE BOOM OF A BACKHOE PARKED ADJACENT TO THE AIRCRAFT RAMP. THE UNATTENDED BACKHOE WAS PARKED IN A DIRT AREA ADJACENT TO THE RAMP WITH THE BOOM IN THE EXTENDED POSITION WHILE THE OPERATOR WAS ON HIS LUNCH BREAK.

Brief of Accident (Continued)

File No. - 1921

6/29/87

GRAND CANYON, AZ

A/C Reg. No. N74GC

Time (Lcl) - 1257 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. OTHER AIRPORT/RUNWAY MAINTENANCE - PERFORMED - AIRPORT PERSONNEL
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1922 11/04/87 WILLCOX,AZ A/C Reg. No. N8411S Time (Lcl) - 1145 MST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHANDLER,AZ	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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 - PRECAUTIONARY 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 - 371
SE LAND	Months Since - 6	Last 24 Hrs - 2
	Aircraft Type - C-182H	Make/Model- 176
		Instrument- 6
		Last 30 Days- 6
		Last 90 Days- 43

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT REPORTED THAT THE TAKEOFF GROUND ROLL WAS UNUSUALLY LONG. AFTER LIFTOFF THE ACFT STAYED IN GROUND EFFECT UNTIL JUST BEFORE THE END OF THE RWY THEN CLIMBED TO APRX 100 FT. THE PLT LANDED IN A SOFT FIELD. DURING THE LANDING ROLL THE ACFT NOSED OVER. DENSITY ALTITUDE WAS 5800 FT. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 1922

11/04/87

WILLCOX,AZ

A/C Reg. No. N8411S

Time (Lc1) - 1145 MST

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

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND

Occurrence #2 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) 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. - 1970 12/27/87 GOODYEAR,AZ A/C Reg. No. N4297F Time (Lcl) - 1705 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
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/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
LANCASTER,CA
Destination
CHANDLER,AZ

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

GOODYEAR
Runway Ident - 03
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 54
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1668	Last 24 Hrs - 6
Make/Model- 1321	Last 30 Days- 11
Instrument- 21	Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

DURING A CROSS COUNTRY FLT WHILE CRUISING AT 7500 FT MSL, THE ACFT BEGAN TO VIBRATE SEVERELY. THE PLT SHUT THE ENGINE DOWN AND LANDED WITHOUT FURTHER INCIDENT. INSPECTION OF THE ACFT REVEALED THAT A SECTION OF ONE OF THE PROPELLER BLADES HAD SEPARATED. THE ACFT WAS SUBSTANTIALLY DAMAGED IN FLIGHT DURING THE VIBRATION. THE SEPARATED PORTION OF THE BLADE WAS NEVER LOCATED. THE REASON FOR THE SEPARATION WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1970

12/27/87

GOODYEAR, AZ

A/C Reg. No. N4297F

Time (Lc1) - 1705 MST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

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

Brief of Accident

File No. - 1944 1/04/87 HAYWARD, CA A/C Reg. No. N5076V Time (Lcl) - 2237 PST

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

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

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

Make/Model - VARGA 2150A	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1817	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	HAYWARD AIR TERMINAL
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 28L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5019/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - UNK/NR	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 145
SE LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - V-2150A	Make/Model- 145
		Last 30 Days- 2
		Last 90 Days- 30
		Rotorcraft - UNK/NR
		Multi-Eng - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AFTER RTNG FM A FLT, THE PLT TOOK OFF AGAIN (USING RWY 28L) & TURNED TO THE SE. A WITNESS (SE OF THE ARPT), SAID HE SAW THE ACFT AT LOW ALT (ESTD 100 TO 200 FT) FLYING IN HIS DRCTN. HE NOTED NO OTR INDCN OF A PROBLEM UNTIL AFTER THE ACFT MADE A "VERY SHARP BANKING TURN TO THE LEFT" & REVERSED DRCTN BACK TO THE ARPT. THE WITNESS SAID THAT IMMEDIATELY AFTER THE TURN WAS COMPLETED, THE ENG SPUTTERED & THE ACFT SUDDENLY ENTERED A STEEP DSCNT & CRASHED. IMPACT OCCURRED NEAR THE APCH END OF RWY 28L. BFR GND IMPACT, THE ACFT HIT PWR LINES, CAUSING A PWR OUTAGE IN THE AREA. THE FUEL SYS WAS CONFIGURED FOR BOTH TANKS TO FEED. ONE FUEL TANK WAS FND EMPTY, THE OTR HAD APRX 5 GAL REMAINING; HOWEVER, THE AMOUNT OF FUEL THAT MAY HAVE LEAKED AFTER THE CRASH WAS NOT VERIFIED. AN ENG TEAR DOWN SHOWED NO INDCN OF A PREIMPACT MECH FAILURE, BUT THE CARB HEAT WAS FND IN THE "OFF" PSN. TEMP & DEW POINT WERE 47 & 45 DEG, RESPECTIVELY. ICING PROBABILITY CHARTS SHOWED THAT SERIOUS CARB ICING COULD HAVE OCCURRED WHILE AT A CRUISE OR GLIDE POWER SETTING.

Brief of Accident (Continued)

File No. - 1944

1/04/87

HAYWARD, CA

A/C Reg. No. N5076V

Time (Lcl) - 2237 PST

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

Finding(s)

1. UNDETERMINED
 2. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1920 2/09/87 TULARE, CA A/C Reg. No. N7498J Time (Lcl) - 1820 PST

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

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

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

Make/Model - PIPER PA-28R-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 - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	MADERA, CA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MEFFORD FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 392
SE LAND	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - PA-28R	Make/Model- 108
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 12
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT ATTEMPTED TO LAND WHILE THE RUNWAY AND VASI APPROACH LIGHTS WERE OFF. THE NIGHT WAS DARK AND HE INADVERTENTLY LANDED ON A ROADWAY PARALLEL TO THE RUNWAY. THE AIRCRAFT COLLIDED WITH A FENCE WHEN THE ROAD CAME TO A DEAD END ADJACENT TO THE NEAR MIDFIELD POINT ON THE RUNWAY. THE RUNWAY AND APPROACH LIGHTS AT THE AIRPORT ARE RADIO CONTROLLED. DURING A TELEPHONIC INTERVIEW, THE PILOT SAID HE HAD NEVER USED THE RADIO PROCEDURES TO ILLUMINATE RUNWAY LIGHTS. THE PILOT'S MEDICAL CERTIFICATE WAS NOT VALID FOR NIGHT FLIGHT.

Brief of Accident (Continued)

File No. - 1920

2/09/87

TULARE,CA

A/C Reg. No. N7498J

Time (Lcl) - 1820 PST

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT UNDERSTOOD - 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. - 1983 4/19/87 LINCOLN, CA A/C Reg. No. N15259 Time (Lcl) - 0840 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE Crew Pass

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

Make/Model - PIPER PA-32-300
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-K1A5
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 350/009 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
RENO, NV

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

LINCOLN MUNI.
Runway Ident - 33
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 8728
Make/Model- 8
Instrument- 1286
Multi-Eng - 4698
Last 24 Hrs - UNK/NR
Last 30 Days- 2
Last 90 Days- 8

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH A DITCH AFTER A LOSS OF PWR DURING T/O CLIMB AT APRX 350 TO 400 FT AGL. THE PLT DESCRIBED THE LOSS OF PWR AS "LIKE TAKING THE THROTTLE AND PULLING OFF IN A RAPID MOTION." HE NOTICED DURING HIS PREFLT CHECK THAT THE FUEL IN THE RIGHT MAIN TANK (RMT) WAS LIGHTER BLUE IN COLOR THAN THAT OF THE LEFT MAIN TANK (LMT). HE TOOK 2 SAMPLES FROM THE RMT DURING THE PREFLT AND DURING THE ENG RUN-UP, RAN THE ENG 5 ADD MIN UNTIL ALL THE GAUGES WERE "IN THE GREEN." THE ACFT TOOK OFF WITH THE FUEL SELECTOR IN THE RMT POSITION. THE PLT ATTEMPTED A RESTART WHILE EXECUTING A 180 DEGREE TURN TO RETURN TO THE AIRPORT. HE INDICATED THAT HE SWITCHED THE FUEL SELECTOR FROM THE RMT TO THE LMT AND CHECKED THAT THE FUEL BOOST PUMP WAS STILL ON. THE RMT WAS RUPTURED AS RESULT OF THE IMPACT AND ALL THE FUEL ESCAPED INTO THE DITCH. THE ENG WAS EXAMINED AND THERE WERE NO INDICATIONS OF MECHANICAL FAILURE.

Brief of Accident (Continued)

File No. - 1983

4/19/87

LINCOLN, CA

A/C Reg. No. N15259

Time (Lc1) - 0840 PDT

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)
3. TERRAIN CONDITION - DITCH

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1958 5/18/87 APPLE VALLEY, CA A/C Reg. No. N9220U Time (Lcl) - 0920 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage DESTROYED	Injuries				
Type of Operation	-INSTRUCTIONAL	Fire	Crew	Fatal	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	- CESSNA 150M	Eng Make/Model	- CONTINENTAL O-200A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point HESPERIA, CA</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>APPLE VALLEY</p> <p>Runway Ident - 36</p> <p>Runway Lth/Wid - 6500/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 41	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 375
SE LAND	Months Since - 15	Make/Model- UNK/NR
	Aircraft Type - PA-28	Instrument- 45
		Last 24 Hrs - UNK/NR
		Last 30 Days- 4
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST CONTROL OF THE AIRCRAFT AND ENTERED AN INADVERTENT SPIN DURING THE INITIAL CLIMBOUT FOLLOWING A TOUCH-AND-GO LANDING. THE PILOT REPORTED A LOSS OF POWER AFTER CLIMBING TO 500 FEET. ANOTHER PILOT ON THE AIRPORT OBSERVED THE AIRCRAFT IN A VERY HIGH ANGLE OF ATTACK WITH THE ENGINE OPERATING AT FULL POWER WHEN IT NOSED OVER AND IMPACTED THE GROUND FROM A HEIGHT OF 50 TO 100 FEET ABOVE THE GROUND.

Brief of Accident (Continued)

File No. - 1958

5/18/87

APPLE VALLEY, CA

A/C Reg. No. N9220U

Time (Lc1) - 0920 PDT

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND(CFI)
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND(CFI)

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1984 6/28/87 LAKEPORT, CA A/C Reg. No. N203OW Time (Lcl) - 1930 PDT

-----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 - BEECH C90
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 9650
No. of Seats - 8

Eng Make/Model - P & W PT6A-21
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 550 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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CONCORD, CA
Destination
LAKEPORT, CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
LAMPSON

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

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

Pilot-In-Command

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

Age - 48

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- UNK/NR
Make/Model-	500	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT INDICATED THAT THE LEFT MAIN GEAR COLLAPSED DURING LANDING ROLLOUT. THE PILOT DID NOT RESPOND TO THE FOLLOWING QUESTIONS, WHEN ASKED DURING A TELEPHONE INTERVIEW, "WHEN WAS THE GEAR PLACED DOWN? AND WHAT DID THE GEAR SAFE INDICATOR LIGHTS INDICATE AT TOUCHDOWN? ALL THE PILOT WOULD STATE IS THAT HE FOLLOWED THE CHECKLIST. THE CHECKLIST STATES GEAR SHOULD BE DOWN PRIOR TO "WHEN LANDING ASSURED." EXAM OF THE ACFT REVEALED ROTATIONAL SCORING ON THE PAINTED SURFACE OF THE LEFT MAIN GEAR ACTUATOR ASSEMBLY. FURTHER COMPONENT TEARDOWN AND EXAM REVEALED THAT THE SCREW HOUSING ASSEMBLY OF THE ACTUATOR WAS BENT.

Brief of Accident (Continued)

File No. - 1984

6/28/87

LAKEPORT, CA

A/C Reg. No. N2030W

Time (Lc1) - 1930 PDT

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

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

Brief of Accident

File No. - 1854 6/29/87 TEMECULA, CA A/C Reg. No. N2025L Time (Lcl) - 1820 PDT

-----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	3

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

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	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 VAN NUYS, CA	
Method - TELEPHONE	Destination SAME AS ACC/INC	Airport Data
Completeness - WEATHER NOT PERTINENT		RANCHO CALIFORNIA
Basic Weather - VMC	ATC/Airspace	Runway Ident - 30
Wind Dir/Speed- 270/015 KTS	Type of Flight Plan - IFR	Runway Lth/Wid - 3000/ 60
Visibility - 25.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Lowest Ceiling - NONE		
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)
PRIVATE	Current - YES	Total - 976
SE LAND, ME LAND	Months Since - 2	Make/Model- 800
	Aircraft Type - PA-23	Instrument- 62
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- 12
		Last 90 Days- 55
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT MADE A HARD LANDING WHEN THE PILOT ENCOUNTERED TURBULENT CROSSWINDS IN THE FINAL STAGES OF THE LANDING APPROACH. BOTH U.S. GOVERNMENT AND AOPA'S AIRPORT DIRECTORIES CONTAIN WARNINGS IN THE AIRPORT REMARKS SECTIONS OF OCCASIONAL STRONG TURBULENT CROSSWIND ENCOUNTERS AT THE RANCHO CALIFORNIA AIRPORT.

Brief of Accident (Continued)

File No. - 1854

6/29/87

TEMECULA,CA

A/C Reg. No. N2025L

Time (Lc1) - 1820 PDT

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

Finding(s)
1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
4. WEATHER CONDITION - GUSTS
5. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
6. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

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

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

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. - 1985 6/30/87 TRACY, CA A/C Reg. No. N761JM Time (Lcl) - 1400 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	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

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

Make/Model - CESSNA T210M
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 290/009 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
HAYWARD, CA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 60

Biennial Flight Review

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

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1800	Last 24 Hrs -	1
Make/Model-	755	Last 30 Days-	1
Instrument-	100	Last 90 Days-	1

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TERRAIN AFTER A TOTAL LOSS OF POWER. THE PLT INDICATED THAT THE ENG FAILED AT 3,500 FT MSL. THE PLT HAD FLOWN FOR ABOUT 30 MIN WITH THE FUEL SELECTOR IN THE RIGHT TANK POSITION WHEN THE ENG QUIT. HE INITIALLY SWITCHED THE FUEL SELECTOR FROM THE RIGHT TANK TO THE LEFT TANK AND WAS UNABLE TO RESTART THE ENG. HE ATTEMPTED TO RESTART THE ENG SEVERAL MORE TIMES ALTERNATING THE FUEL TANK SELECTOR POSITION. EXAM OF THE ACFT REVEALED THE RIGHT FUEL TANK WAS EMPTY ADN THE LEFT TANK CONTAINED FUEL. FURTHER EXAM OF THE ACFT DID NOT REVEAL ANY MALFUNCTIONS. THE PLT INDICATED THAT HE ESTIMATED THE FUEL QUANTITY BASED ON PREVIOUS ACFT USE AND EXAM OF THE FUEL QUANTITY GUAGES.

Brief of Accident (Continued)

File No. - 1985

6/30/87

TRACY, CA

A/C Reg. No. N761JM

Time (Lcl) - 1400 PDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - STARVATION
3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. STARTING PROCEDURE - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

Brief of Accident

File No. - 1947 10/04/87 CLEARLAKE,CA A/C Reg. No. N87583 Time (Lcl) - 1500 PDT

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

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

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

Make/Model - REPUBLIC RC-3	Eng Make/Model - LYCOMING GISO-480	ELT Installed/Activated - YES/NO
Landing Gear - AMPHIBIAN	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2980	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 340 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LAKEPORT,CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WATER-CALM
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 63	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 25000
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 5	Make/Model- 1000
HELICOPTER	Aircraft Type - H-269A	Instrument- UNK/NR
		Multi-Eng - 21000
		Last 24 Hrs - 6
		Last 30 Days- 8
		Last 90 Days- 12
		Rotorcraft - 60

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT NOSED OVER WHEN THE PILOT MADE A WATER LANDING WITH THE WHEELS EXTENDED. THE PILOT FAILED TO USE THE LANDING CHECKLIST.

Brief of Accident (Continued)

File No. - 1947

10/04/87

CLEARLAKE, CA

A/C Reg. No. N87583

Time (Lcl) - 1500 PDT

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

Finding(s)

1. WHEELS DOWN LANDING IN WATER - INADVERTENT - PILOT IN COMMAND
2. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1974 11/12/87 JAMESTOWN, CA A/C Reg. No. N7797X Time (Lcl) - 1521 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Type of Operation	-OTHER WORK USE				
Flight Conducted Under	-14 CFR 91	Crew 0	0	1	0
Accident Occurred During	-LANDING	Pass 0	0	1	0

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

Make/Model - CESSNA 172B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2075
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- LIGHT AND VARIABLE
Visibility - 50.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
COLUMBIA, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 43

Biennial Flight Review
Current - YES
Months Since - 13
Aircraft Type - C-172

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

Total	- 1500	Last 24 Hrs	- UNK/NR
Make/Model-	200	Last 30 Days-	1
Instrument-	0	Last 90 Days-	4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL SIGHTSEEING FLIGHT OVER A LAKE, THE PLT REPORTED AFTER CIRCLING FOR SOME TIME AT A LOW ALTITUDE, THE ENGINE LOST POWER. THE PLT MADE AN EMERGENCY LANDING ON THE LAKE WHERE THE ACFT SANK. SEVERAL DAYS LATER, THE ACFT WAS RETRIEVED AND THE ENGINE AND AIRFRAME WERE DISASSEMBLED. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 1974

11/12/87

JAMESTOWN,CA

A/C Reg. No. N7797X

Time (Lc1) - 1521 PST

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

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 - 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. - 1923 11/27/87 MARICOPA, CA A/C Reg. No. N413EE Time (Lcl) - 1515 PST

-----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	- BEECH P35	Eng Make/Model	- CONTINENTAL IO-470-N1	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3125	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	TAFT, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	RAMONA, CA	
Wind Dir/Speed	- 290/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 25000 FT THIN BKN	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		- DRY
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 - 1218
SE LAND	Months Since	- 14	Make/Model - 98
	Aircraft Type	- C-182RG	Instrument - 81
			Last 24 Hrs - 2
			Last 30 Days - 13
			Last 90 Days - 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PLEASURE CROSS COUNTRY FLT, A PRECAUTIONARY LANDING WAS MADE DUE TO SMOKE IN THE COCKPIT AND A LOW OIL PRESSURE INDICATION. AFTER LANDING, IT WAS FOUND THAT THE OIL LINE TO THE OIL PRESSURE GAUGE WAS BROKEN. AFTER REPAIRS, THE PLT TOOK OFF AND 10 MINUTES INTO THE FLT THE ENGINE EXPERIENCED AN OVERSPEED. A FEW MINUTES LATER, THE PLT HEARD A LOUD BANG AND OIL BEGAN TO COVER THE WINDSHIELD. THE PLT MADE AN EMERGENCY LANDING ON A ROAD. DURING THE LANDING ROLL, THE AIRCRAFT COLLIDED WITH A POLE. INSPECTION OF THE ENGINE REVEALED THAT THE NO. 4 CONNECTING ROD HAD FAILED AND PUNCTURED THE CRANKCASE. FURTHER EXAMINATION REVEALED THAT THE BEARING SHOWED EVIDENCE OF HIGH TEMP SCORCHING.

Brief of Accident (Continued)

File No. - 1923

11/27/87

MARICOPA, CA

A/C Reg. No. N413EE

Time (Lcl) - 1515 PST

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL
3. ENGINE ASSEMBLY, BEARING - OVERTEMPERATURE
4. FLUID, OIL - STARVATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. OBJECT - POLE

-----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

Brief of Accident

File No. - 1881 12/15/87 LAKEPORT, CA A/C Reg. No. N400LA Time (Lcl) - 1300 PST

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

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

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G5D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 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	NOVATO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LAKEPORT, CA	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OBSCURED	Type Apch/Lndg - NONE	
Obstructions to Vision- BLOWING SNOW		
Precipitation - SNOW		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3000
SE LAND, ME LAND	Months Since - 11	Make/Model- 1200
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 120
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALTHOUGH WEATHER CONDITIONS WERE marginally VFR AT HIS DEPARTURE POINT, AND THE PILOT HAD ACCESS TO A VEHICLE WHICH COULD HAVE BEEN USED TO DRIVE TO HIS DEST, HE DEPARTED NOVATO, CA, ENROUTE TO LAKEPORT, CA, WITHOUT OBTAINING A WX BRIEFING NOR FILING A FLT PLAN. SHORTLY AFT DEPARTURE AND AGAIN NEARING HIS DEST HE RECEIVED INFLT WX INFO FM UKIAH FSS AND ACKNOWLEDGED THE REPORTED BAD WX IN THE VIC OF HIS ROUTE OF FLT. A WITNESS NEAR THE ACCD SITE REPORTED SNOW, STRONG WINDS, LOW CEILINGS, AND WORSENING CONDITIONS AT THE TIME OF THE ACCD. THE ACFT COLLIDED WITH A SHALLOW RIDGE IN LOW MOUNTAINOUS TERRAIN WHILE IN AN UPRIGHT, SLIGHTLY DESCENDING RIGHT WING DOWN ATTITUDE. THE ELEVATION OF THE GROUND IMPACT SITE WAS APPROXIMATELY 2450 FEET AND THE CLOUD BASES WERE REPORTED AT UKIAH AS APPROXIMATELY 2600 FEET MSL NEAR THE TIME OF THE ACCD.

Brief of Accident (Continued)

File No. - 1881

12/15/87

LAKEPORT, CA

A/C Reg. No. N400LA

Time (Lcl) - 1300 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation CRUISE

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - OBSCURATION
3. WEATHER CONDITION - SNOW
4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT

Finding(s)

5. TERRAIN CONDITION - MOUNTAINOUS/HILLY

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

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

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

Brief of Accident

File No. - 1924 12/21/87 LOS ANGELES, CA A/C Reg. No. N75397 Time (Lcl) - 1900 PST

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier -AMERIFLIGHT, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	0	1

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

Make/Model - PIPER PA-32R-300	Eng Make/Model - LYCOMING IO-540-K1G50	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	UNK/NR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOS ANGELES
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1550 Last 24 Hrs - 6
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 500 Last 30 Days- UNK/NR
	Aircraft Type - PA-32	Instrument- 80 Last 90 Days- 180
		Multi-Eng - 110

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING AFTER LANDING, N911E WAS INSTRUCTED TO TAXI TO A POSITION AND HOLD, EN ROUTE TO THAT POSITION, THE ACFT COLLIDED WITH N75397 THAT WAS ALSO HOLDING IN THE SAME POSITION. THE PLT OF N911E STATED THAT HE DID NOT SEE THE ACFT DUE TO MOISTURE THAT HAD ACCUMULATED ON THE WIND SHIELD, THE CONFIGURATION OF THE ACFT CONTRIBUTED TO POOR FORWARD VISIBILITY, AND THE RIGHT MAIN GEAR WAS CLOSE TO FLAT WHICH LED TO POOR BRAKING ACTION.

Brief of Accident (Continued)

File No. - 1924

12/21/87

LOS ANGELES, CA

A/C Reg. No. N75397

Time (Lcl) - 1900 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
3. DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
4. LIGHT CONDITION - DARK NIGHT
5. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT

----Probable Cause----

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

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

Brief of Accident

File No. - 1924 12/21/87 LOS ANGELES, CA A/C Reg. No. N911E Time (Lcl) - 1900 PST

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

Type Operating Certificate-AIR CARRIER - ALL CARGO	Aircraft Damage	Injuries			
Name of Carrier -UNION FLIGHTS	MINOR	Fatal	Serious	Minor	None
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 135	NONE	Pass 0	0	0	0
Accident Occurred During -TAXI		Other 0	0	0	1

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

Make/Model - BEECH E18S	Eng Make/Model - P&W R985-14B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-RETRACTABLE MAINS	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 9300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 450 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	FRESNO, CA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	LOS ANGELES
Wind Dir/Speed- 260/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 48	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - YES	Total - 15000
SE LAND, ME LAND	Months Since - 3	Make/Model- 8000
HELICOPTER	Aircraft Type - B-18	Instrument- 1150
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - 1500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE TAXIING AFTER LANDING, N911E WAS INSTRUCTED TO TAXI TO A POSITION AND HOLD, EN ROUTE TO THAT POSITION, THE ACFT COLLIDED WITH N75397 THAT WAS ALSO HOLDING IN THE SAME POSITION. THE PLT OF N911E STATED THAT HE DID NOT SEE THE ACFT DUE TO MOISTURE THAT HAD ACCUMULATED ON THE WIND SHEILD. THE CONFIGURATION OF THE ACFT CONTRIBUTED TO POOR FORWARD VISIBILITY, AND THE RIGHT MAIN GEAR WAS CLOSE TO FLAT WHICH LED TO POOR BRAKING ACTION.

Brief of Accident (Continued)

File No. - 1924

12/21/87

LOS ANGELES, CA

A/C Reg. No. N911E

Time (Lcl) - 1900 PST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. DIVERTED ATTENTION - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT
4. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 1973 12/31/87 SAN ANDREAS, CA A/C Reg. No. N6422G Time (Lcl) - 1430 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - CESSNA 150K

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 1600

No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 100 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CALAVERAS

Runway Ident - 31

Runway Lth/Wid - 3600/ 60

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND,SE SEA

Age - 33

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1323 Last 24 Hrs - 4

Make/Model- 228 Last 30 Days- 96

Instrument- 120 Last 90 Days- 341

Multi-Eng - 30

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL INSTRUCTIONAL FLT, AFTER PRACTICING MANEUVERS IN THE PRACTICE AREA, THE ACFT RETURNED TO THE ARPT FOR TOUCH AND GO LANDINGS. DURING THE CLIMB OUT ON THE FIRST TAKE-OFF, THE ENGINE SPATTERED THEN QUIT. AN EMERGENCY LANDING WAS MADE NEAR THE ARPT. DURING THE LANDING ROLL THE ACFT NOSED OVER. INSPECTION OF THE ACFT REVEALED THAT THE FUEL TANKS CONTAINED A SMALL AMOUNT OF FUEL. THERE WAS NO FUEL DETECTED IN THE CARBURETOR OR IN THE FUEL LINES FROM THE FUEL TANKS TO THE CARBURETOR.

Brief of Accident (Continued)

File No. - 1973

12/31/87

SAN ANDREAS, CA

A/C Reg. No. N6422G

Time (Lcl) - 1430 PST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
2. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND(CFI)
4. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND(CFI)
5. TOUCH-AND-GO - PERFORMED -

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
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) 1,2,3,4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1909 11/23/87 BROOMFIELD, CO

A/C Reg. No. N7291P

Time (Lcl) - 1130 MST

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

Type-Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

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

Make/Model - PIPER PA-24-180

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 2550

No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 180 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 050/007 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 7000 FT SCATTERED

Lowest Ceiling - 20000 FT BROKEN

Obstructions to Vision- SMOKE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

JEFFERSON COUNTY

Runway Ident - 11L

Runway Lth/Wid - 7498/ 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 - 54

Biennial Flight Review

Current - YES

Months Since - 23

Aircraft Type - PA-24

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1900

Make/Model- 25

Instrument- 0

Last 24 Hrs - 3

Last 30 Days- UNK/NR

Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT WAS FLYING TO BUILD TIME. AFTER AN HOUR OF FLIGHT, THE PLT RETURNED TO THE HOME AIRPORT AND ATTEMPTED TO LAND. LANDING GEAR WOULD NOT EXTEND PROPERLY AND MANUAL GEAR EXTENSION DID NOT HELP. ALL GEAR WAS PARTIALLY EXTENDED AND WOULD NOT RETRACT. A LANDING WAS MADE ON RUNWAY 11L. A POST ACCIDENT INSPECTION REVEALED EVIDENCE OF IMPROPER AND UNDOCUMENTED MAINTENANCE IN THE LANDING GEAR SYSTEM.

Brief of Accident (Continued)

File No. - 1909

11/23/87

BROOMFIELD, CO

A/C Reg. No. N7291P

Time (Lcl) - 1130 MST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING

Finding(s)

1. LANDING GEAR - FAILURE, PARTIAL
2. MAINTENANCE - IMPROPER - UNQUALIFIED PERSON
3. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - BINDING (MECHANICAL)
4. MAINTENANCE, RECORDKEEPING - INADEQUATE - 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) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1823 5/23/87 ELLINGTON, CT A/C Reg. No. N9192G Time (Lc1) - 1330 EDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ELLINGTON, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ELLINGTON
Wind Dir/Speed- 315/015 KTS	ATC/Airspace	Runway Ident - 19
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1800/ 50
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - UNK/NR	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 - 355
SE LAND	Months Since - 5	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 90
		Instrument- 32
		Last 30 Days- UNK/NR
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT WHILE MAKING A STANDARD LEFT TRAFFIC PATTERN, THE WIND AT THE NORTH END OF THE AIRPORT SHIFTED FROM THE SOUTHEAST TO THE NORTHWEST. THE ACFT TOUCHED DOWN WITH EXCESSIVE GROUND SPEED, RAN OFF THE END OF THE RWY AND CAME TO REST ON A BRIDGE USED FOR AN OVERRUN AREA. THE PLANKS ON THE BRIDGE GAVE WAY AND THE RIGHT MAIN GEAR FELL THROUGH THE BRIDGE.

Brief of Accident (Continued)

File No. - 1823

5/23/87

ELLINGTON,CT

A/C Reg. No. N9192G

Time (Lcl) - 1330 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 3. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
 4. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
-

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

Finding(s)

5. 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) 2,3,4

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

Brief of Accident

File No. - 1939 9/12/87 EAST GRANBY, CT A/C Reg. No. N670FL Time (Lcl) - 0815 EDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 140 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SIMSBURY, CT	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	BATAVIA, NY	
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 300 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 62
SE LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED SIMSBURY AIRPORT ON A X-COUNTRY FLIGHT AND CRASHED 4.5 MILES TO THE NORTH IN BRADLEY INTL AIRPORT TRAFFIC AREA. WITNESSES IN THE CRASH SITE AREA SAW AN AIRCRAFT FLYING IN AND OUT OF CLOUDS PRIOR TO HEARING THE CRASH.

Brief of Accident (Continued)

File No. - 1939

9/12/87

EAST GRANBY, CT

A/C Reg. No. N670FL

Time (Lc1) - 0815 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - LOW CEILING
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND

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

Finding(s)

7. OBJECT - HIGH OBSTRUCTION(S)

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,4,6,7

Brief of Accident

File No. - 1817 9/19/87 ST. PETERSBURG, FL A/C Reg. No. N92919 Time (Lcl) - 1127 EDT

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

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

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

Make/Model - COMMONWEALTH REARWIND 185	Eng Make/Model - CONTINENTAL C-85-12-F	ELT Installed/Activated - UNK/NR
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	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	LAKELAND, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ALBERT WHITTED
Wind Dir/Speed- 250/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 750
SE LAND	Months Since - UNK/NR	Make/Model- 50
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE COMMONWEALTH ERRONEOUSLY REPORTED HIS POSITION TO THE TOWER FOR LANDING INSTRUCTIONS. HE THEN FAILED TO FOLLOW THE INSTRUCTIONS AND COLLIDED WITH A BEECH 23 ACFT THAT WAS ON DOWNWIND LEG TO LAND AT ALBERT WHITTED AIRPORT. BOTH ACFT INVOLVED IN THE MID-AIR THEN FELL INTO TAMPA BAY ABOUT 1 MILE EAST OF THE ARPT.

Brief of Accident (Continued)

File No. - 1817

9/19/87

ST. PETERSBURG, FL

A/C Reg. No. N92919

Time (Lc1) - 1127 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 2. VFR PROCEDURES - NOT FOLLOWED - PILOT IN COMMAND
 3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT IN COMMAND
 4. VISUAL SEPARATION - NOT OBTAINED - PILOT IN COMMAND
 5. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 6. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
-

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

Finding(s)

7. TERRAIN CONDITION - WATER
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1817 9/19/87 ST. PETERSBURG, FL A/C Reg. No. N2399Z Time (Lcl) - 1127 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire - NONE

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

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

Make/Model - BEECH 23
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 20000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

ALBERT WHITTED
Runway Ident - 18
Runway Lth/Wid - 2800/ 150
Runway Surface - ASPHALT
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 - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 120	Last 24 Hrs - UNK/NR
Make/Model- 21	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE COMMONWEALTH ERRONEOUSLY REPORTED HIS POSITON TO THE TOWER FOR LANDING INSTRUCTIONS. HE THEN FAILED TO FOLLOW THE INSTRUCTIONS AND COLLIDED WITH A BEECH 23 ACFT THAT WAS ON DOWNWIND TO LAND AT ALBERT WHITTED AIRPORT. BOTH AIRCRAFT INVOLVED IN THE MID-AIR THEN FELL INTO TAMPA BAY ABOUT 1 MILE TO THE EAST OF THE AIRPORT.

Brief of Accident (Continued)

File No. - 1817

9/19/87

ST. PETERSBURG, FL

A/C Reg. No. N2399Z

Time (Lcl) - 1127 EDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - DOWNWIND

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT OF OTHER AIRCRAFT
 2. VFR PROCEDURES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 3. INSTRUCTIONS, WRITTEN/VERBAL - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
 4. VISUAL SEPARATION - NOT OBTAINED - PILOT OF OTHER AIRCRAFT
 5. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 6. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

----Probable Cause-----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1818 9/26/87 KISSIMMEE, FL A/C Reg. No. N417 Time (Lcl) - 1530 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	Serious	Minor	None
Crew	1	0	0	0
Pass	1	1	0	0

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

Make/Model - BEECH B35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL E-185-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 205 HP

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

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

Weather Data

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

Wind Dir/Speed- 090/010 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 4100 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 AIRSTRIP

Airport Data

PRIVATE STRIP

Runway Ident - 33

Runway Lth/Wid - 1800 -UNK/NR

Runway Surface - GRASS/TURF

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 48

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 - 2000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 0

Last 30 Days- 0

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT BGN TAKING OFF ON A PVT 1800' GRASS STRIP WHICH HAD TREES NR THE EDGES. APRX 1575' FM THE THRESHOLD, THERE WAS A PARKED ACFT NR THE LEFT SIDE OF THE STRIP WITH ITS RGT WING PROTRUDING OVER THE RWY AREA. WHILE TAKING OFF WITH A RGT QTRG TAIL WIND, THE LEFT WING OF THE DEPG ACFT HIT THE TOP OF A TREE AT ABOUT 50' AGL (82' MSL). THE TREE WAS LOCATED APRX 90' BYD THE PARKED ACFT & NR THE LEFT EDGE OF THE RWY. SUBSEQUENTLY, THE ACFT CRASHED IN A LAKE NR THE END OF THE RWY. RPRDLY, THE ENG WAS OPERG AT HI PWR WHEN THE ACDNT OCCURRED. ABOUT 15 MI NORTH AT ORLANDO, FL, THE WX WAS IN PART: 4100' SCATTERED, VIS 7 MI, WIND 090 DEG AT 10 KTS, TEMP 87 DEG, DEW POINT 62 DEG. TWO TESTS WERE MADE OF THE PLT'S BLOOD. ONE (A SERUM TEST) INDCD A VERY LOW LEVEL OF ALCOHOL, BUT THE OTHER TEST WAS NEGATIVE FOR BOTH ALCOHOL & DRUGS.

Brief of Accident (Continued)

File No. - 1818

9/26/87

KISSIMMEE, FL

A/C Reg. No. N417

Time (Lcl) - 1530 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - TAILWIND
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. OBJECT - AIRCRAFT PARKED
6. OBJECT - TREE(S)
7. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
8. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. TERRAIN CONDITION - WATER

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

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

Factor(s) relating to this accident is/are finding(s) 2,3,5,6,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1819 9/29/87 Ocala, FL A/C Reg. No. N5190N Time (Lcl) - 1750 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BOEING E75
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2700
No. of Seats - 2

Eng Make/Model - LYCOMING R-670
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 225 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
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

Wind Dir/Speed- 110/006 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 6000 FT SCATTERED

Lowest Ceiling - 25000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 13

Aircraft Type - C55

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 618	Last 24 Hrs	- 1
Make/Model-	92	Last 30 Days-	UNK/NR
Instrument-	8	Last 90 Days-	33
Multi-Eng	- 137		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE ENG LOST POWER & HE WAS AT LOW ALT LOOKING FOR AN EMERG LDG FIELD WHEN THE WING HIT A TREE. THE PAX STATED THEY WERE DOING AEROBATICS AT LOW ALT & THE ENG QUIT. SHE STATED THAT SHE WAS NOT WEARING THE REQUIRED PARACHUTE & HAD ASKED THE PLT TO STOP DOING THE AEROBATICS. FAA PERSONNEL LATER TEST RAN THE ENG & IT PERFORMED NORMALLY. NO EVIDENCE OF ANY FUEL WAS FOUND IN THE ACFT & NO FUEL SPILL WAS EVIDENT IN THE CRASH SITE AREA.

Brief of Accident (Continued)

File No. - 1819

9/29/87

OCALA, FL

A/C Reg. No. N5190N

Time (Lc1) - 1750 EDT

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

Finding(s)

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

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

4. OBJECT - TREE(S)

----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

Brief of Accident

File No. - 1860 10/02/87 EVERGLADES CITY,FL A/C Reg. No. N3RP Time (Lcl) - 0610 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire NONE
Crew Pass

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

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

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 010/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 4500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
FT. MYERS,FL
Destination
OPA LOCKA,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 - 48
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1025
Make/Model- 240
Instrument- 13
Multi-Eng - 240
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-INSTRUMENT RATED PLT ATTEMPTED A VFR FLT OVER THE EVERGLADES DURING THE HRS OF DARKNESS. THE ACFT CRASHED INTO A SWAMPY AREA AT A HIGH RATE OF SPEED WHILE IN A 90 DEGREE LEFT BANK. THE ACFT DISINTEGRATED ON IMPACT. A CONVECTIVE SIGMET WAS ISSUED ABOUT 25 MINUTES AFTER DEPARTURE. IT IS UNKNOWN WHETHER THE FLT RECEIVED THE SIGMET INFORMATION. AN EVERGLADES NATIONAL PARK RANGER PILOT, WHO ARRIVED ON THE SCENE AFTER THE ACCIDENT, STATED THAT THE AREA INTO WHICH THE FLT WAS OPERATING WAS DESOLATE, WITH NO GROUND LIGHTS & NO DISCERNABLE HORIZON DURING THE HRS OF DARKNESS. THE SURFACE WX OBSERVATION AT FORT MYERS, ABT 50 MILES NW OF THE ACCIDENT SITE, INDICATED 4,500 FOOT BROKEN CLOUDS AND 7 MILES VISIBILITY. WX SATELLITE PHOTOS INDICATED THUNDERSTORMS IN THE AREA WHERE THE ACCIDENT TOOK PLACE.

Brief of Accident (Continued)

File No. - 1860

10/02/87

EVERGLADES CITY, FL

A/C Reg. No. N3RP

Time (Lc1) - 0610 EDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
2. WEATHER CONDITION - TURBULENCE
3. LIGHT CONDITION - DARK NIGHT
4. WEATHER EVALUATION - POOR - PILOT IN COMMAND
5. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

7. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
8. SPIRAL - NOT CORRECTED - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,6,7,8

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

Brief of Accident

File No. - 1966 10/05/87 INVERNESS, FL A/C Reg. No. N3815X Time (Lcl) - 1930 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

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

Make/Model - CESSNA 310K
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
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 - STRAIGHT-IN
GO AROUND

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

INVERNESS
Runway Ident - 19
Runway Lth/Wid - 3060/ 60
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 44
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 - 1900
Make/Model- 65
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE PLT INITIATED A GO AROUND AT THE RUNWAY 19 THRESHOLD, BROKE OFF TO THE RIGHT & WENT BEHIND A TREE LINE IN A 60 DEGREE RIGHT BANK. ON THE OTHER SIDE OF THE TREE LINE THE ACFT WAS OBSERVED TO STRIKE THE TREES WITH THE LEFT WING AND IMPACT THE GROUND INVERTED. A WITNESS IN ANOTHER ACFT THAT HAD JUST TURNED OFF THE RWY SAID THERE WAS NO READILY APPARENT REASON FOR THE GO-AROUND.

Brief of Accident (Continued)

File No. - 1966

10/05/87

INVERNESS, FL

A/C Reg. No. N3815X

Time (Lcl) - 1930 EDT

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

Finding(s)

1. ABORTED LANDING - ATTEMPTED - PILOT IN COMMAND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
4. GEAR RETRACTION - NOT PERFORMED - PILOT IN COMMAND
5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - TREE(S)

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

----Probable Cause----

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

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

Brief of Accident

File No. - 1872 10/07/87 DELAND,FL

A/C Reg. No. N8043Q

Time (Lcl) - 1150 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

4

0

0

0

Accident Occurred During -DESCENT

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

Make/Model - CESSNA 421B

Eng Make/Model - CONTINENTAL GTS10-520H

ELT Installed/Activated - YES-UNK/NR

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 7250

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 8

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- 340/006 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELAND,FL

Destination

PUNTA GORDA,FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DELAND

Runway Ident - 30

Runway Lth/Wid - 6003/ 100

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND,SE SEA,ME SEA

Age - 68

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 18000

Make/Model- 1

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 OBSERVED TO BE FLYING SLOWLY, THEN ROLL STEEPLY TO THE LEFT AND DIVE INTO AN UNOCCUPIED HOUSE FROM ABOUT 300 FT SHORTLY AFTER TAKEOFF. THE PLT HAD CONSIDERABLE FLT TIME BUT HE HAD NOT FLOWN THIS MODEL, EXCEPT FOR A 35 MIN CHECKOUT THAT MORNING. THE CHECKOUT CONSISTED OF 3 TAKEOFFS & LANDINGS. THE PLT'S FRIEND, A RATED PLT WITHOUT A MULTIENGINE RATING, SAT IN THE RIGHT COCKPIT SEAT & HAD LOGGED FLT TIME IN THE PLT'S OTHER TWIN AIRCRAFT. A WITNESS STATED THE PLT LOOKED PALE & APPEARED TROUBLED JUST BEFORE THE FLT. THE AUTOPSY OF THE PLT REVEALED THE LEFT MAIN CORONARY ARTERY WAS BLOCKED EXCEPT FOR A "PINHOLE" OPENING. THE DOCTOR STATED THE CONDITION COULD HAVE CAUSED A SEIZURE BUT COULD NOT SAY WHETHER IT HAD ANY BEARING ON THIS ACCIDENT. NO EVIDENCE COULD BE FOUND TO INDICATE ANY PREIMPACT MALFUNCTION OR FAILURE WITH THE AIRFRAME, PROPELLERS, OR ENGINES. THE ACFT WAS ESTIMATED TO BE 134 POUNDS OVER GROSS WEIGHT.

Brief of Accident (Continued)

File No. - 1872

10/07/87

DELAND,FL

A/C Reg. No. N8043Q

Time (Lcl) - 1150 EDT

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

Finding(s)

1. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. PHYSICAL IMPAIRMENT(OTHER CARDIOVASCULAR) - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

5. OBJECT - RESIDENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1907 10/10/87 PLYMOUTH, FL A/C Reg. No. N2276X Time (Lcl) - 0940 EDT

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

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

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

Make/Model - ROBINSON R-22-B	Eng Make/Model - LYCOMING O-320-B2CM	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 150 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PLYMOUTH
Wind Dir/Speed- 050/009 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 76	Medical Certificate - EXPIRED	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 204	Last 24 Hrs - UNK/NR
	Months Since - 12	Make/Model- 204	Last 30 Days- 6
HELICOPTER	Aircraft Type - R-22	Instrument- 0	Last 90 Days- 20
			Rotorcraft - 204

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT, WITH AN EXPIRED MEDICAL CERTIFICATE AND A LICENSE RESTRICTED TO NO CARRIAGE OF PASSENGERS, TOOK OFF AND EXPERIENCED AN ENGINE FAILURE FOR UNDETERMINED CAUSES. HE DID NOT EXECUTE AN AUTOROTATION AND THE AIRCRAFT CRASHED. THE PILOT HAD ALSO UNDERGONE QUADRUPLE CORONARY BYPASS SURGERY 4 MONTHS PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1907

10/10/87

PLYMOUTH, FL

A/C Reg. No. N2276X

Time (Lcl) - 0940 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

Finding(s)

2. AUTOROTATION - NOT PERFORMED - PILOT IN COMMAND
3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1953 10/12/87 POMPAN0 BEACH,FL A/C Reg. No. N26574 Time (Lcl) - 1437 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	1	0	0	0

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

Make/Model - ROCKWELL 700
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6600
No. of Seats - 8

Eng Make/Model - LYCOMING TIO-540-R2AD
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 340 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- 310/012 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 50
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

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

Total	- 5380	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-----

WITNESSES STATED THAT JUST AFTER TAKEOFF, THE LEFT ENGINE STARTED TO LEAVE A TRAIL OF WHITE SMOKE, THE ACFT THEN TURNED LEFT BACK TOWARDS THE ARPT & CRASHED INTO THE STREET. POST CRASH EXAMINATION REVEALED ONE OF THE LEFT ENGINE CRANKSHAFT COUNTERWEIGHTS FAILED CAUSING THE #6 CYLINDER CONNECTING ROD TO BREAK & PUNCTURE A HOLE IN THE UPPER ENGINE CASE. BOTH PROPELLERS WERE FOUND IN FEATHER.

Brief of Accident (Continued)

File No. - 1953

10/12/87

POMPANO BEACH, FL

A/C Reg. No. N26574

Time (Lcl) - 1437 EDT

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

Finding(s)

1. 1 ENGINE -
2. ENG ASSEMBLY, CRANKSHAFT COUNTERWEIGHTS/VIB DAMPER - FAILURE, TOTAL
3. PROPELLER FEATHERING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. ALL ENGINES -
5. WRONG PROPELLER FEATHERED - INADVERTENT - PILOT IN COMMAND
6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

7. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND

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

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,7

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1863 10/12/87 FT LAUDERDALE, FL A/C Reg. No. N601TA Time (Lc1) - 0011 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation - EXECUTIVE/CORPORATE	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During -STANDING		Pass 0	1	0	5

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

Make/Model - BEECH A-90	Eng Make/Model - P & W PT6A-20	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 8800	Engine Type - TURBOPROP	
No. of Seats - 9	Rated Power - 550 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHATTANOOGA, TN	FT LAUDERDALE HOLLYWOOD
Wind Dir/Speed- 050/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 14402
SE LAND, ME LAND	Months Since - 4	Make/Model- 1308
	Aircraft Type - PA-25	Instrument- 1400
		Multi-Eng - 12902
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER THE PLT PLACED THE MASTER SWITCH ON TO START THE ENGINES THE LANDING GEAR COLLAPSED. HE STATED THAT THE PASSENGER, IN THE CO-PLT SEAT, BUMPED THE LANDING GEAR HANDLE INTO THE UP POSITION. THE PASSENGER STATED THAT HE DID NOT. INSP OF THE ACFT REVEALED THAT THE LANDING GEAR HANDLE WAS IN THE DOWN POSITION & THAT THE RT GEAR SAFETY SWITCH FAILED INTERNALLY. FAILURE OF THE SWITCH WILL NOT CAUSE THE GEAR TO COLLAPSE UNLESS THE LANDING GEAR HANDLE IS PLACED IN THE UP POSITION. THE LANDING GEAR HANDLE IS DESIGNED SO THAT IT MUST BE PULLED OUT THEN PUSHED UP TO RETRACT THE LANDING GEAR. NO DETERMINATION COULD BE MADE AS TO WHO PLACED THE LANDING GEAR HANDLE UP PRIOR TO TURNING ON THE MASTER SWITCH.

Brief of Accident (Continued)

File No. - 1863

10/12/87

FT LAUDERDALE, FL

A/C Reg. No. N601TA

Time (Lc1) - 0011 EDT

Occurrence #1 COMPLETE GEAR COLLAPSED
Phase of Operation STANDING - ENGINE(S) NOT OPERATING

Finding(s)
1. LANDING GEAR, GEAR SWITCH - FAILURE, TOTAL
2. GEAR RETRACTION - INADVERTENT -

----Probable Cause----

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

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

Brief of Accident

File No. - 1906 10/17/87 ARCADIA, FL A/C Reg. No. N230WF Time (Lcl) - 1510 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - EXTRA 230
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - LYCOMING AEIO-360A1E
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 230 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- 360/012 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 3000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

CARLSTORM
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 - 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 - 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 - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED WHILE THE AIRCRAFT WAS PERFORMING EXHIBITION AEROBATICS AT AN AIRSHOW. THE ACFT HAD JUST COMPLETED A PORTION OF THE PLANNED LOW ALT AEROBATIC SEQUENCE WHICH INCLUDED A TAIL SLIDE & 3 ROLLS WITH THE NOSE OF THE ACFT POINTED TOWARD THE GROUND AT A 45 DEG ANGLE. WITNESSES STATED THAT AFTER THE TAIL SLIDE, THE ACFT COMPLETED 4 ROLLS INSTEAD OF THE PLANNED 3, & THAT THE NOSE WAS POINTED TOWARD THE GROUND AT ABOUT A 60 DEG ANGLE INSTEAD OF THE PLANNED 45 DEG ANGLE. AFTER RECOVERY FROM THE 4TH ROLL, THE ACFT WAS OBSERVED TO ATTEMPT TO PULL OUT OF THE LOW ALT DIVE AT ABOUT 100 FT. THE NOSE WAS OBSERVED TO RISE, BUT THE ACFT HIT THE GROUND BEFORE RECOVERY COULD BE AFFECTED.

Brief of Accident (Continued)

File No. - 1906

10/17/87

ARCADIA, FL

A/C Reg. No. N230WF

Time (Lc1) - 1510 EDT

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

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 5. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND
 6. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5,6

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

Brief of Accident

File No. - 1982 10/24/87 KEY COLONY BCH., FL A/C Reg. No. N73201 Time (Lcl) - 1406 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BELL 47J-2
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 3

Eng Make/Model - LYCOMING VO-540
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 300 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- 060/014 KTS
Visibility - 7.0 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 - 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
HELICOPTER

Age - 43
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1840
Make/Model- 41
Instrument- 75
Last 24 Hrs - 5
Last 30 Days- UNK/NR
Last 90 Days- 18
Rotorcraft - 1790

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE DID NOT CHECK THE FUEL SYSTEM FOR CONTAMINATES AFTER REFUELING BUT AN EIGHTEEN MINUTE FLT AFTER REFUELING WAS UNEVENTFUL. HE THEN LANDED THE HELICOPTER, REMAINED ON THE GROUND APRX 20 MINUTES, PERFORMED A WALK AROUND INSP, AGAIN WITHOUT CHECKING THE FUEL SYSTEM, THEN DEPARTED ON A SIGHTSEEING FLT ALONG THE SHORELINE. WHILE IN CRUISE FLT AT APRX 500 FT THE ENG QUIT. AN AUTOROTATIVE LANDING IN THE WATER WAS PERFORMED WITH NO DAMAGE TO THE HELICOPTER BUT THE PLT THEN ROLLED IT TO THE RT TO STOP THE ROTATION OF THE BLADES TO EXIT FROM ACFT. THE HELICOPTER WAS SUBSTANTIALLY DAMAGED. ACCORDING TO A MECHANIC THE ENG QUIT DUE TO WATER AND FUEL CONTAMINATION.

Brief of Accident (Continued)

File No. - 1982

10/24/87

KEY COLONY BCH., FL

A/C Reg. No. N73201

Time (Lc1) - 1406 EDT

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

Finding(s)

1. FUEL SYSTEM - CONTAMINATION
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
 3. FUEL SYSTEM - WATER
-

Occurrence #2 DITCHING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 1913 10/24/87 TITUSVILLE, FL A/C Reg. No. N4207F Time (Lcl) - 1553 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 -DESCENT			0	0	0	0

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

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2075	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	CROSS CITY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	
Wind Dir/Speed- 040/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 28	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 52
SE LAND	Months Since - 1	Make/Model- 18
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-eng - 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- 1
		Last 90 Days- 26
		Rotorcraft - 0

Instrument Rating(s) - NONE

-----Narrative-----

AFTER A GO-AROUND, AT APRX 300 FT, THE ENG LOST POWER. THE PLT ATTEMPTED TO RETURN TO THE ARPT, BUT WAS UNABLE. THE ACFT DESCENDED, COLLIDED WITH TREES, BOUNCED OFF THE ROOF OF A HOUSE & CAME TO REST AGAINST A VEHICLE IN THE DRIVEWAY. INSPECTION OF THE CARBURETOR REVEALED THAT THE FUEL CHAMBER WELL OF THE DISCHARGE TUBE WAS BLOCKED BY DEBRIS.

Brief of Accident (Continued)

File No. - 1913

10/24/87

TITUSVILLE, FL

A/C Reg. No. N4207F

Time (Lc1) - 1553 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF

Phase of Operation GO-AROUND (VFR)

1. FUEL SYSTEM, CARBURETOR - CONTAMINATION
2. FLUID, FUEL - STARVATION

Occurrence #2 LOSS OF CONTROL - IN FLIGHT

Phase of Operation GO-AROUND (VFR)

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. OBJECT - TREE(S)
8. OBJECT - RESIDENCE
9. OBJECT - VEHICLE

-----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. - 1951 10/25/87 CLEARWATER, FL A/C Reg. No. N14SH Time (Lcl) - 0930 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 - PITTS S-1C
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 900
No. of Seats - 1

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

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

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

Weather Data

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

Wind Dir/Speed- 020/007 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

CLEARWATER AIR PARK

Runway Ident - 33

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

GO AROUND

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 149

Make/Model- 29

Instrument- 0

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT ON LANDING ROLL, AS HE ADDED POWER TO GO AROUND, HE LOST CONTROL OF THE AIRCRAFT, RAN OFF THE RUNWAY, FLIPPED OVER AND CAME TO REST INVERTED. THE TORQUE OF THE RELATIVELY POWERFUL ENGINE ADDED TO THE CONTROL PROBLEMS IN THIS SHORT FUSELAGE TAIL WHEEL ACFT WHICH IS PRONE TO TURNING AT LOWER SPEEDS WHEN THE RUDDER IS LESS EFFECTIVE DURING TAKEOFF AND LANDING. THE TURNING IS LESS NOTICABLE TO THE PLT WHEN THE TAIL WHEEL IS ON THE GROUND DUE TO THE NOSE OF THE ACFT BLOCKING THE FORWARD VISIBILITY. THE PLT HAD LIMITED FLT EXPERIENCE IN THIS TYPE ACFT.

Brief of Accident (Continued)

File No. - 1951

10/25/87

CLEARWATER, FL

A/C Reg. No. N14SH

Time (Lcl) - 0930 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER

Phase of Operation LANDING - ROLL

----Probable Cause----

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

Brief of Accident

File No. - 1836 11/11/87 WEST PALM BEACH, FL A/C Reg. No. N112AG Time (Lcl) - 0500 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TOP FLIGHT AIR SERVICE	SUBSTANTIAL					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	Minor	None
Accident Occurred During	-CRUISE			0	0	0	1
						0	0

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

Make/Model	- PIPER PA-31-310	Eng Make/Model	- LYCOMING TIO-540-A2C	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 9	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	OFF AIRPORT/STRIP
Method	- N/A	
Completeness	- N/A	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 230/007 KTS	- N/A
Visibility	- 4.000 SM	Runway Lth/Wid
Lowest Sky/Clouds	- N/A	- N/A
Lowest Ceiling	- 3600 FT BROKEN	Runway Surface
Obstructions to Vision	- NONE	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	- NIGHT(DARK)	

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

Pilot-In-Command	Age - 33	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 4544	Last 24 Hrs - 1
SE LAND, ME LAND	Months Since - 1	Make/Model - 368	Last 30 Days - UNK/NR
	Aircraft Type - PA-31	Instrument - 303	Last 90 Days - 283
		Multi-Eng - 1863	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT WHILE ENROUTE TO WEST PALM BEACH, SHE ENCOUNTERED SEVERE TURBULENCE. THE AFT CABIN DOOR POPPED OPEN BUT REMAINED ATTACHED AND THE FLT WAS CONTINUED AND LNDD W/O FURTHER INCIDENT. AS THE PLT ATTEMPTED TO RESTART THE ENGS FOR THE RETURN TRIP THE LEFT ENG WOULD NOT START. ANOTHER ACFT WAS FLOWN IN SO SHE COULD COMPLETE HER TRIP. THE INITIAL ACFT WAS REPAIRED & FLOWN BACK TO TAMPA. AFTER LANDING IN TAMPA DURING DAYLIGHT HOURS, IT WAS FOUND THAT BOTH FORWARD WING ATTACH FITTINGS WERE DISTORTED AND PULLED AWAY FROM THE FUSELAGE.

Brief of Accident (Continued)

File No. - 1836

11/11/87

WEST PALM BEACH, FL

A/C Reg. No. N112AG

Time (Lcl) - 0500 EST

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

Finding(s)

1. WEATHER CONDITION - TURBULENCE
-

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

Finding(s)

2. WING, WING ATTACHMENT FITTING - DISTORTED
 3. DOOR, PASSENGER - DISCONNECTED
-

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

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

Brief of Accident

File No. - 1961 9/07/87 ATLANTA,GA A/C Reg. No. N407MX Time (Lcl) - 2025 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL					
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0	17
Accident Occurred During -TAXI		Other	0	0	2	0

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

Make/Model - BRITISH AEROSPACE 3101	Eng Make/Model - GARRETT TPE-331	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 15212	Engine Type - TURBOPROP	
No. of Seats - 21	Rated Power - 940 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHATTANOOGA,TN	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	HARTSFIELD ATL. INT'L
Wind Dir/Speed- 210/008 KTS		Runway Ident - UNK/NR
Visibility - 15.0 SM	ATC/Airspace	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Flight Plan - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	Type of Clearance - IFR	Runway Status - UNK/NR
Obstructions to Vision- NONE	Type Apch/Lndg - NONE	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,ATP,CFI	Current - UNK/NR	Total - 4960
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- 1160
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS STRUCK BY AN EASTBOUND, AIRLINE EMPLOYEE BUS WHILE TAXIING SOUTH ON THE RAMP TO THE ASSIGNED GATE. THE BUS IMPACTED THE ACFT RT WING TIP. A PAX IN THE BUS REPORTED THAT SHE WARNED THE BUS DRIVER TO WATCH OUT FOR THE AIRPLANE PRIOR TO THE COLLISION, BUT THE DRIVER CONTINUED TO LOOK STRAIGHT AND MAINTAIN SPEED. AFTER THE PAX WARNED THE DRIVER A SECOND TIME, THE DRIVER ATTEMPTED TO BRAKE THE BUS TO A STOP AND AVOID THE COLLISION. WITNESSES REPORTED THAT THE AIRPLANE NAVIGATION AND ROTATING BEACON WERE ON THE ENTIRE TIME. ACCORDING TO ARPT GROUND TRAFFIC RULES AND REGULATIONS, AIRCRAFT HAVE THE RIGHT-OF-WAY OVER VEHICULAR TRAFFIC AT ALL TIMES;

Brief of Accident (Continued)

File No. - 1961

9/07/87

ATLANTA, GA

A/C Reg. No. N407MX

Time (Lc1) - 2025 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
2. OBJECT - VEHICLE
3. VISUAL LOOKOUT - NOT MAINTAINED - DRIVER OF VEHICLE
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - DRIVER OF VEHICLE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1831 10/03/87 THOMSON,GA

A/C Reg. No. N5266E

Time (Lcl) - 1400 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

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

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 360/018 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

THOMSON MCDUFFIE COUNTY
Runway Ident - 27
Runway Lth/Wid - 5000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 53

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 800	Last 24 Hrs	- 2
Make/Model	- 387	Last 30 Days	- UNK/NR
Instrument	- 141	Last 90 Days	- 109
Multi-Eng	- 48		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE LDG ROLL ON RWY 28, A CROSSWIND GUST CAUSED THE AIRPLANE TO BECOME AIRBORNE AGAIN. THE PLT ADDED FULL PWR AND ATTEMPTED TO ABORT THE LDG. THE AIRPLANE SUBSEQUENTLY DRIFTED TO THE DOWNWIND SIDE OF THE RUNWAY AND IMPACTED RISING TERRAIN. THE PLT REPORTED THAT HE WAS AWARE OF THE GUSTY CROSSWIND CONDITIONS AT THE ARPT PRIOR TO THE LDG. HE ESTIMATED THAT THE WINDS AT THE TIME WERE FROM 340 DEG AT 15-20 KTS, WITH UNKNOWN VELOCITY GUSTS. A WX REPORTING STATION 30 NM AWAY REPORTED WINDS FROM 360 DEG AT 18KTS, WITH GUSTS OF 25 KTS. THE CESSNA 172M POH STATES THAT THE MAX ALLOWABLE X-WIND VELOCITY DEPENDS UPON PLT CAPABILITY AS WELL AS ACFT LIMITATIONS. THE POH NOTES THAT DIRECT X-WINDS OF 15 KTS CAN BE HANDLED SAFELY W/AVG PLT TECHNIQUE.

Brief of Accident (Continued)

File No. - 1831

10/03/87

THOMSON,GA

A/C Reg. No. N5266E

Time (Lcl) - 1400 EDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WEATHER CONDITION - CROSSWIND
3. WEATHER CONDITION - GUSTS
4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
5. AIRCRAFT PERFORMANCE, LANDING CAPABILITY - EXCEEDED
6. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND

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

Finding(s)

7. TERRAIN CONDITION - RISING

----Probable Cause----

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

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

Brief of Accident

File No. - 1865 10/08/87 SANDERSVILLE,GA A/C Reg. No. N711LC Time (Lcl) - 1630 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI

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

Aircraft Damage
SUBSTANTIAL
Fire
IN FLIGHT

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

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

Make/Model - BEECH H-18
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9900
No. of Seats - 7

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- LIGHT AND VARIABLE
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

KAOLIN FIELD
Runway Ident - 12
Runway Lth/Wid - 3800/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 44
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - PA-34

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	13496
Make/Model-	165
Instrument-	545
Multi-Eng -	2135
Last 24 Hrs -	4
Last 30 Days-	UNK/NR
Last 90 Days-	192
Rotorcraft -	8298

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COCKPIT BEGAN TO FILL WITH SMOKE DURING INITIAL CLIMB AFTER THE PLT RAISED THE LDG GEAR. THE PLT RETURNED TO THE ARPT AND MADE AN EMERGENCY LDG. AFTER EVACUATING THE ACFT, THE PLT OBSERVED THAT THE RT ENGINE NACELLE AFT OF THE FIREWALL WAS ON FIRE. INITIAL ATTEMPTS BY GROUND PERSONNEL TO EXTINGUISH THE FIRE WERE UNSUCCESSFUL. THE FIRE WAS EXTINGUISHED SEVERAL MINUTES LATER BY A LOCAL FIRE DEPT AFTER THE ACFT HAD SUSTAINED EXTENSIVE FIRE DAMAGE TO THE RIGHT WING. THE ACFT WAS SUBSEQUENTLY EXAMINED BY AN FAA AIRWORTHINESS INSPECTOR; THE EXACT ORIGIN OF THE FIRE WAS NOT DETERMINED.

Brief of Accident (Continued)

File No. - 1865

10/08/87

SANDERSVILLE,GA

A/C Reg. No. N711LC

Time (Lcl) - 1630 EDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB
1. NACELLE/PYLON - FIRE

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
2. FUSELAGE,CREW COMPARTMENT - SMOKE

Occurrence #3 FIRE
Phase of Operation LANDING

Finding(s)
3. WING - BURNED

---;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. - 1934 10/11/87 PALMETTO, GA A/C Reg. No. N377AA Time (Lcl) - 1830 EST

-----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	1	

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

Make/Model	- AMERICAN FALCON XP	Eng Make/Model	- ROTEX 503	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 50 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 350/010 KTS</p> <p>Visibility - 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STRAIGHT-IN FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SOUTH FULTON SKY PORT</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 2690/ 40</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p> <p>GLIDER</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 15</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 152</p> <p>Make/Model- 31</p> <p>Instrument- 4</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- 7</p> <p>Last 90 Days- 13</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FAILED TO PROPERLY FLARE THE AIRCRAFT DURING A NORMAL LANDING WHICH RESULTED IN A HARD LANDING. THE NOSE GEAR ASSEMBLY FAILED FROM OVERLOAD, AND THE PILOT WAS NOT ABLE TO CONTROL THE AIRCRAFT AS IT SLID OVER THE GROUND. THE AIRCRAFT COLLIDED WITH A PARKED AIRCRAFT RESULTING IN SUBSTANTIAL DAMAGE TO BOTH AIRCRAFT. THERE WERE NO MECHANICAL PROBLEMS REPORTED.

Brief of Accident (Continued)

File No. - 1934

10/11/87

PALMETTO, GA

A/C Reg. No. N377AA

Time (Lcl) - 1830 EST

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

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
-

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

Finding(s)

2. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
 3. LANDING GEAR, NOSE GEAR - OVERLOAD
-

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

Finding(s)

4. DIRECTIONAL CONTROL - NOT POSSIBLE -
 5. OBJECT - AIRCRAFT PARKED
-

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

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

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. - 1839 10/17/87 HAMPTON,GA A/C Reg. No. N91461 Time (Lcl) - 1000 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	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 120/007 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 SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>HENRY CO./BEAR CREEK</p> <p>Runway Ident - 06</p> <p>Runway Lth/Wid - 3375/ 40</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 - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 3</p> <p>Aircraft Type - PA-44</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 287</p> <p>Make/Model- 3</p> <p>Instrument- 34</p> <p>Multi-Eng - 29</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 90</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI RPTD THAT THE STUDENT FLARED THE AIRPLANE ABOUT 50 FT ABV THE RWY AND STALLED IT; THE AIRPLANE DROPPED TO THE RWY AND BOUNCED. HE ASSUMED CONTROL OF THE AIRPLANE FROM THE STUDENT AND ATTEMPTED TO PREVENT A CROSSWIND FROM BLOWING THE AIRPLANE TO THE SIDE OF THE RWY. THE ACFT DRIFTED TO THE SIDE OF THE RWY IN SPITE OF HIS CORRECTIVE EFFORTS AND IMPACTED A TREE. THIS WAS THE CFI'S FIRST FLIGHT GIVING INSTRUCTION AFTER RECENTLY OBTAINING HIS INSTRUCTOR CERTIFICATION. HE HAD ABOUT 3 HRS TOTAL FLT EXPERIENCE IN THIS MODEL ACFT. THE STUDENT HAD 10 HRS TOTAL FLT EXPERIENCE, ALL OF WHICH WAS OBTAINED IN THIS MODEL ACFT. THE STUDENT HAD NOT YET SOLOED. THE CFI REPORTED THAT HE MAY HAVE BEEN COMPLACENT ABOUT THE STUDENT'S ABILITY TO HANDLE THE ACFT; THE STUDENT'S PREVIOUS INSTRUCTOR HAD INDICATED TO HIM EARLIER THAT THE STUDENT WAS SKILLFUL AT HANDLING THE AIRPLANE.

Brief of Accident (Continued)

File No. - 1839

10/17/87

HAMPTON, GA

A/C Reg. No. N91461

Time (Lcl) - 1000 EDT

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

Finding(s)

1. FLARE - PREMATURE - DUAL STUDENT
2. STALL - INADVERTENT - DUAL STUDENT
3. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
4. COMPLACENCY - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)

6. WEATHER CONDITION - CROSSWIND
7. DIRECTIONAL CONTROL - NOT ATTAINED - PILOT IN COMMAND(CFI)
8. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND(CFI)
9. OBJECT - TREE(S)

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

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

Factor(s) relating to this accident is/are finding(s) 4,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1816 10/17/87 HOMER,GA A/C Reg. No. N1547X Time (Lcl) - 1805 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire NONE

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

Make/Model - PIPER PA-28R-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/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 - DAYLIGHT

Itinerary

Last Departure Point
GAINESVILLE,GA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 34

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	- 2402
Make/Model-	35
Instrument-	483
Multi-Eng -	1181
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTED A GRADUAL DECREASE IN POWER AFTER REACHING 4000 FEET. THE PLT WAS UNABLE TO OBTAIN A RESTART. HE THEN ELECTED TO ATTEMPT A FORCED LANDING IN A FIELD. THE AIRCRAFT COLLIDED WITH A TREE PRIOR TO LANDING. THE AIRCRAFT COLLIDED WITH AND CAME TO REST ABOUT 150 FEET FROM A FENCE. THE AIRCRAFT WAS FUELED WITH 20 GALLONS OF 100 LOW LEAD PRIOR TO DEPARTING GAINESVILLE. THE FIXED BASE OPERATOR STATED THAT FUEL SAMPLES WERE TAKEN AND THERE WERE NO VISIBLE CONTAMINATES SEEN IN THE FUEL. THERE WERE NO REPORTS OF FUEL PROBLEMS BY OTHERS WHO PURCHASED FUEL FROM GAINESVILLE ON OCTOBER 17, 1987. THE INVESTIGATION FAILED TO DISCOVER ANY REASON FOR THE LOSS OF POWER.

Brief of Accident (Continued)

File No. - 1816

10/17/87

HOMER,GA

A/C Reg. No. N1547X

Time (Lcl) - 1805 EDT

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

Finding(s)

2. OBJECT - TREE(S)
3. OBJECT - FENCE

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1885 11/01/87 MOULTRIE, GA A/C Reg. No. N3798X Time (Lcl) - 1430 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	- AERO COMMANDER 100	Eng Make/Model	- LYCOMING O-320-A2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 150 HP		

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

<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- 070/014 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - 5000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRSTRIP</p> <p>Airport Data</p> <p>PRIVATE</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 1900 -UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE</p> <p>SE LAND</p>	<p>Age - 32</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - AC-100</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 361</p> <p>Make/Model- 242</p> <p>Instrument- 5</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 28</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE PLT TOOK OFF TO THE NORTH AT THE PRIVATE, SOD AIRSTRIP. HE RPTD THAT THE ACFT BEGAN TO "DROP" SHORTLY AFTER LIFTOFF. HE THEN ATTEMPTED TO ARREST THE DESCENT BY INCREASING THE NOSE-UP PITCH ANGLE, AND THE ACFT "BEGAN TO STALL". HE ABORTED THE TAKEOFF AND PUT THE ACFT BACK ONTO THE RWY. THE ACFT RAN OFF THE RWY END INTO SOFT SAND AND COLLAPSED THE NOSE GEAR. HE NOTED THAT THE WIND VELOCITY WAS VARIABLE AT THE TIME.

Brief of Accident (Continued)

File No. - 1885

11/01/87

MOULTRIE,GA

A/C Reg. No. N3798X

Time (Lcl) - 1430 EST

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

Finding(s)

1. LIFT-OFF - PREMATURE - PILOT IN COMMAND
2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
3. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
4. ABORTED TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Occurrence #3 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
6. LANDING GEAR, NOSE GEAR - OVERLOAD

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

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

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. - 1996 11/06/87 CUMMING, GA A/C Reg. No. N7140G Time (Lcl) - 1730 EST

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

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

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

Make/Model	- CESSNA 172K	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-----

<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- 340/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN TOUCH AND GO</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MATHIS</p> <p>Runway Ident - 03</p> <p>Runway Lth/Wid - 1550/ 20</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>STUDENT</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 14</p> <p>Make/Model- 14</p> <p>Instrument- 0</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 14</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD THAT THE AIRPLANE CONTACTED THE RWY AND BOUNCED TWICE DURING THE LDG FLARE. ONCE HE GOT THE AIRPLANE ON THE RWY, HE REALIZED THAT THE AIRSPEED WAS "TOO HIGH" FOR THE RWY REMAINING AND ATTEMPTED TO GROUND LOOP THE AIRPLANE TO STOP IT. THE AIRPLANE SUBSEQUENTLY VEERED OFF THE SIDE OF THE RWY AND IMPACTED TREES.

Brief of Accident (Continued)

File No. - 1996

11/06/87

CUMMING, GA

A/C Reg. No. N7140G

Time (Lc1) - 1730 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
4. FLARE - IMPROPER - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT OBTAINED - PILOT IN COMMAND
6. ABORTED LANDING - NOT PERFORMED - PILOT IN COMMAND
7. GROUND LOOP/SWERVE - ATTEMPTED - PILOT IN COMMAND

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

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) 1,3,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1962 11/08/87 ATLANTA, GA A/C Reg. No. N616G Time (Lc1) - 2250 EST

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

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - POSITIONING

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

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

Make/Model - BEECH 95C-55

Eng Make/Model - CONTINENTAL IO-520

ELT Installed/Activated - YES/NO

Landing Gear - TRICYCLE-RETRACTABLE

Number Engines - 2

Stall Warning System - YES

Max Gross Wt - 5300

Engine Type - RECIP-FUEL INJECTED

No. of Seats - 2

Rated Power - 285 HP

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 060/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 5500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

GRIFFIN, GA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - IFR

Type Apch/Lndg - STRAIGHT-IN

Airport Proximity

ON AIRPORT

Airport Data

WILLIAM B HARTSFIELD

Runway Ident - 08L

Runway Lth/Wid - 9000/ 150

Runway Surface - CONCRETE

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 35

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - DC-3

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 5500	Last 24 Hrs	- 0
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Make/Model-	130	Last 30 Days-	45
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Instrument-	450	Last 90 Days-	123
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Multi-Eng -	2500
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS BEING POSITIONED TO BEGIN CARGO REVENUE FLT. AS ACFT TURNED FINAL AND LDG GEAR HANDLE WAS PUT IN DOWN POSITION PIC NOTED DIMMING OF ALL LIGHTS & COMMUNICATIONS WERE LOST. PIC UNAWARE GEAR WERE STILL RETRACTED UNTIL PROP TIPS CONTACTED RWY. DURING LANDING SLIDE LEFT INBOARD FUEL TANK DRAIN SHEARED AWAY, FUEL LEAKED FROM TANK, AND WAS IGNITED. PIC RPTD HE ELECTED TO LAND VICE GO-AROUND BECAUSE HE WAS IN A TCA WITH NO COMMUNICATIONS AND NO LIGHTS. INVESTIGATION FAILED TO REVEAL ELECTRICAL MALFUNCTION. OPERATOR STATED IT WAS NORMAL PRACTICE TO START ENGINES WITH ALTERNATORS OFF. CIRCUMSTANCES WERE CONSISTENT WITH LOSS OF ALTERNATORS AND BATTERY ONLY OPERATION. ALTERNATORS TESTED OK DURING POST ACCIDENT CHECK.

Brief of Accident (Continued)

File No. - 1962

11/08/87

ATLANTA,GA

A/C Reg. No. N616G

Time (Lcl) - 2250 EST

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

Finding(s)

1. ELECTRICAL SYSTEM - FAILURE,TOTAL
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. GEAR EXTENSION - ATTEMPTED - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - 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) 2,3

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

Brief of Accident

File No. - 1959 6/22/87 KAILUA, HI A/C Reg. No. N98836 Time (Lcl) - 0936 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - CESSNA 310R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 2

Eng Make/Model - CONTINENTAL TSIO-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

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

Wind Dir/Speed- 110/022 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

KONA, HI

Destination

PAGO-PAGO

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - WATER - CHOPPY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 6300

Make/Model- 400

Instrument- 700

Multi-Eng - 4800

Last 24 Hrs - 14

Last 30 Days- UNK/NR

Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 310R DITCHED IN THE PACIFIC OCEAN APRX 500 NM SW HAWAII AFTER AN ENG FAILURE. THE PLT INDICATED THAT THE #2 ENG FAILED WHILE IN CRUISE FLT AT 8,000 FT MSL. OIL WAS OBSERVED LEAKING FROM THE ENG COWLING. THE ACFT WAS UNABLE TO MAINTAIN ALT ON #1 ENG. THE PLT REVERSED COURSE AND ATTEMPTED TO DUMP FUEL IN HOPE OF IMPROVING THE AIRPLANE'S SINGLE ENG PERFORMANCE. THE ACFT WAS EQUIPPED WITH A TEMPORARY LONG RANGE FUEL SYSTEM INSTALLED IN THE FUSELAGE AND WAS BEING FLOWN IN EXCESS OF ITS MAXIMUM CERTIFICATED GROSS WEIGHT. THE FERRY TANK FUEL WAS DRAINED INTO THE ACFT'S FUSELAGE. THE PLT STATED THAT HE HOPED THE FUEL WOULD FLOW OUT HOLES IN THE ACFT FUSELAGE. HE REPORTED THAT THE FUEL WAS FLOWING AROUND HIS FEET. THE ACFT WAS UNABLE TO MAINTAIN ALT AND WAS DITCHED IN THE OCEAN APRX 45 MINUTES LATER. RECORDS INDICATE THE ACFT WAS SERVICED WITH 375.5 GALS OF FUEL THE EVENING PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 1959

6/22/87

KAILUA, HI

A/C Reg. No. N98836

Time (Lc1) - 0936 HST

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

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
4. LOAD JETTISON - NOT POSSIBLE -
5. ALTITUDE - NOT MAINTAINED -

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

Finding(s)

6. TERRAIN CONDITION - WATER, ROUGH

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

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

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

Brief of Accident

File No. - 1975 12/24/87 HILO, HI A/C Reg. No. N3009J Time (Lcl) - 1205 HST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

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

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

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 230/004 KTS

Visibility - 50.0 SM

Lowest Sky/Clouds - 3000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 59

Biennial Flight Review

Current - YES

Months Since - 22

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 946

Make/Model- 946

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LOCAL PLEASURE FLT, WHILE CLIMBING TO 5500 FEET, THE ENGINE SPUTTERED AND QUIT. DURING THE LANDING ROLL, THE ACFT NOSED OVER. THE ENGINE WAS EXAMINED WITH NO MECHANICAL FAILURES OR MALFUNCTIONS NOTED. THE ACFT WAS OPERATING IN THE RANGE OF SERIOUS CARBURETOR ICING AT GLIDE POWER.

Brief of Accident (Continued)

File No. - 1975

12/24/87

HILO, HI

A/C Reg. No. N3009J

Time (Lc1) - 1205 HST

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

Finding(s)

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

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) 2,3

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

Brief of Accident

File No. - 1987 8/03/87 SWEA CITY, IA A/C Reg. No. N2338Y Time (Lcl) - 1400 CDT

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

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

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

Make/Model - PIPER PA-36-300	Eng Make/Model - LYCOMING IO-540K1G5	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

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

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 265
SE LAND	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- UNK/NR
		Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS ENGAGED IN AG SPRAY OPERATIONS NEAR SWEA CITY, IOWA. THE PIC STATED THAT HE WAS MAKING A PROCEDURE TURN AFTER A SWATH RUN. THE PIC FURTHER STATED THAT THE ACFT STALLED IN THE TURN AND THE ACFT DESCENDED INTO THE FLD HE HAD BEEN SPRAYING. THE PIC RPTD NO FLT CONTROL PBLM OR ENG PWR LOSS IN THE TURN. THE PLT DID NOT FILE AN ACCIDENT REPORT.

Brief of Accident (Continued)

File No. - 1987

8/03/87

SWEA CITY, IA

A/C Reg. No. N2338Y

Time (Lcl) - 1400 CDT

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

Finding(s)

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

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

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

Brief of Accident

File No. - 1812 9/29/87 DUBUQUE,IA A/C Reg. No. N6206G Time (Lcl) - 1900 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	LEE'S SUMMIT,MO	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	DUBUQUE,IA	DUBUQUE
Wind Dir/Speed- 220/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 8.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - DIRT
Lowest Ceiling - 2400 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 21	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 70
SE LAND	Months Since - 1	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 12
		Instrument- 1
		Last 30 Days- UNK/NR
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

NEARING COMPLETION OF A PERSONAL XC FLT, ACFT EXPERIENCED A TOTAL LOSS OF POWER. AN EMERGENCY LDG WAS MADE APPROXIMATELY 3 MILES SHORT OF DESTINATION APT. ACFT STRUCK TERRAIN AND NOSED OVER. POST FLT INVESTIGATION REVEALED USABLE FUEL SUPPLY EXHAUSTED.

Brief of Accident (Continued)

File No. - 1812

9/29/87

DUBUQUE,IA

A/C Reg. No. N6206G

Time (Lc1) - 1900 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE
1. FLUID,FUEL - EXHAUSTION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)
3. TERRAIN CONDITION - SOFT

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

Brief of Accident

File No. - 1842 10/12/87 STORM LAKE, IA A/C Reg. No. N4477X Time (Lcl) - 1700 CDT

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

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

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

Make/Model - PIPER PA-28-140	Eng Make/Model - LYCOMING O-320-E3D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	STORM LAKE, IA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	STORM LAKE
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - CONCRETE
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 - 16	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 30
	Months Since - N/A	Last 24 Hrs - 6
	Aircraft Type - N/A	Make/Model- 30
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 24

Instrument Rating(s) - NONE

-----Narrative-----

WHILE PRACTICING AN APPROACH TO LNDG STALL, THE STU PLT STATED THAT THE ENG FAILED TO RESPOND TO THROTTLE ADVANCEMENT. AFTER UNSUCCESSFULLY ATTEMPTING EMERGENCY PROCS TO INCLUDE CARB HEAT, FUEL PUMP, AND SWITCHING FUEL TANKS, HE SELECTED A FLD. PRIOR TO T/D, THE ENG REGAINED PWR AND THE LNDG WAS ABORTED. DURING CLIMBOUT, THE RT GEAR TORE OFF AFTER COLLISION WITH A FENCE. THE LNDG GEAR STRUCK AND DMGD THE HORIZONTAL STABILATOR. THE STU PLT RETURNED TO THE ARPT AND WAS ADVISED, BY RADIO, OF THE MISSING GEAR. HE THEN CIRCLED UNTIL THE LOCAL FIRE DEPT ARRIVED AND THEN ATMPED A LNDG. THE ACFT NOSED DOWN DURING LNDG AND TORE OFF THE NOSE GEAR AND DAMAGED THE RT WING. THE STU PLT STATED THE DAMAGE MIGHT HAVE BEEN LESS IF HE HAD CONTINUED WITH HIS INITIAL EMERGENCY LNDG IN THE FLD.

Brief of Accident (Continued)

File No. - 1842

10/12/87

STORM LAKE, IA

A/C Reg. No. N4477X

Time (Lc1) - 1700 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING

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

Finding(s)

3. EMERGENCY PROCEDURE - POOR - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - FENCE
5. CLEARANCE - MISJUDGED - PILOT IN COMMAND
6. LANDING GEAR, MAIN GEAR STRUT - SEPARATION
7. STABILIZER - FOREIGN OBJECT DAMAGE

Occurrence #4 NOSE 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) 2,3,5

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

Brief of Accident

File No. - 1841 10/17/87 LAMONI,IA A/C Reg. No. N8508U Time (Lcl) - 1430 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	PITTSFIELD,IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LAMONI,IA	MUNICIPAL
Wind Dir/Speed- 250/014 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - VFR	Runway Lth/Wid - 2597/ 24
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 53	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 461
SE LAND	Months Since - 4	Make/Model- 200
	Aircraft Type - C-172	Instrument- 55
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 36

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SAID HE WAS TOO HIGH ON FINAL AND WENT AROUND. HE STATED THAT, WHEN HE WAS ON SHORT FINAL DURING THE NEXT APPROACH, HE THOUGHT HE WAS STILL TOO HIGH AND PUT DOWN FULL FLAPS. THE AIRPLANE STALLED AND TOUCHED DOWN SHORT OF THE RUNWAY. THE NOSEGEAR WAS SHEARED OFF AT IMPACT WITH THE RUNWAY LIP.

Brief of Accident (Continued)

File No. - 1841

10/17/87

LAMONI, IA

A/C Reg. No. N8508U

Time (Lcl) - 1430 CDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

Finding(s)

6. AIRPORT FACILITIES; RUNWAY SAFETY AREA - NOT MAINTAINED
 7. LANDING GEAR, NOSE GEAR - OVERLOAD
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1843 10/21/87 ANKENY,IA A/C Reg. No. N72711 Time (Lcl) - 1750 CDT

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

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

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

Make/Model - NATIONAL 752	Eng Make/Model - GEMINI 2	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1400	Engine Type - UNK/NR	
No. of Seats - 4	Rated Power - UNK/NR	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 180/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 43	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 240
SE LAND	Months Since - UNK/NR	Make/Model- 180
FREE BALLOON	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 28

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PROMOTIONAL BALLOON FLT, THE PLT STATED THAT ON AN APPROACH TO LND THE BASKET DRIFTED INTO A LARGE HAY BALE. THE BASKET TIPPED AND THE PLTS ANKLE WAS BROKEN WHEN CAUGHT BETWEEN THE BASKET AND A PROPANE TANK.

Brief of Accident (Continued)

File No. - 1843

10/21/87

ANKENY, IA

A/C Reg. No. N72711

Time (Lcl) - 1750 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPER TOUCHDOWN POINT - 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

Brief of Accident

File No. - 1888 11/13/87 DES MOINES,IA A/C Reg. No. N6644P Time (Lc1) - 1600 CST

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

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

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

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	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 - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	GRUNNEL,IA	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	DES MOINES,IA	DES MOINES MUNI
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 9001/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 14000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1428
SE LAND,SE SEA	Months Since - 12	Make/Model- 257
	Aircraft Type - UNK/NR	Instrument- 29
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 34

Instrument Rating(s) - NONE

-----Narrative-----

APPROX EIGHT MILES FROM THE DEST ARPT, THE PIC EXPERIENCED PARTIAL, THEN A COMPLETE POWER LOSS. AN EMERGENCY LNDG WAS MADE ON A GOLF COURSE, ABOUT ONE MILE SHORT OF THE DEST ARPT. POST ACCIDENT INSPECTION REVEALED NO FUEL IN ANY OF THE FOUR TANKS. DAMAGE WAS SUSTAINED TO THE WINGS, GEAR, PROP, AND NOSE OF THE AIRCRAFT DURING LANDING ON THE ROUGH SOD ADJACENT TO THE FAIRWAY.

Brief of Accident (Continued)

File No. - 1888

11/13/87

DES MOINES, IA

A/C Reg. No. N6644P

Time (Lc1) - 1600 CST

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 CONSUMPTION CALCULATIONS - MISJUDGED - 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. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1955 12/31/87 DAVENPORT, IA A/C Reg. No. N96934 Time (Lcl) - 0615 CST

-----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	2
Accident Occurred During	-TAKEOFF					

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

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL D-470U	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 220/016 KTS</p> <p>Visibility - 8.0 SM</p> <p>Lowest Sky/Clouds - N/A</p> <p>Lowest Ceiling - 1600 FT OVERCAST</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 - LIMA, OH</p> <p>Destination - SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-LOCALIZER</p> <p>TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DAVENPORT</p> <p>Runway Ident - 15</p> <p>Runway Lth/Wid - 4801/ 100</p> <p>Runway Surface - ASPHALT</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 - 31</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-172RG</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 395</p> <p>Make/Model- 23</p> <p>Instrument- 73</p> <p>Last 24 Hrs - 8</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 41</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC HAD CHOSEN RWY 15 FOR THE LOC APP AND WAS CLEARED BY APPROACH CONTROL. THE PIC STATED THAT HE CANCELLED HIS IFR FLT PLAN ENTERING CLEAR CONDITIONS AT 3,000 FT. THE PIC FURTHER STATED THAT HE PLANNED AN APPROACH USING A LTL HIGHER SPD FOR THE GUSTY WIND COND'S. THE LNDG WAS NORMAL EXCEPT THAT IT USED MORE RWY THAN PLANNED. THE WX RPTNG STATION PROVIDED DATA THAT INDICATED X-WIND COND'S WITH 22 KT GUSTS. THE PIC THEN STARTED A GO-AROUND AND APPLIED FULL PWR. THE PIC RPTD THAT THE ACFT APPEARED TO COME IN CONTACT WITH SNOW ON THE LEFT SIDE OF THE RWY AND THE ACFT YAWED LEFT AND SKIDDED OFF BETWEEN TWO RWY'S AND A TAXIWAY. THE ACFT HAD NO MECH PBLM AND THE RWY HAD BEEN APPROPRIATELY CLRD OF SNOW.

Brief of Accident (Continued)

File No. - 1955

12/31/87

DAVENPORT, IA

A/C Reg. No. N96934

Time (Lcl) - 0615 CST

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

Finding(s)

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

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

Finding(s)

4. TERRAIN CONDITION - SNOWBANK
5. TERRAIN CONDITION - SNOW COVERED

----Probable Cause----

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

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. - 1977 7/21/87 AVERY, ID A/C Reg. No. N6326Y Time (Lcl) - 1655 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
ON GROUND

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

Make/Model - CESSNA T210N
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - CONTINENTAL TS10-520R
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 - UNK/NR
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - UNK/NR

Wind Dir/Speed- CALM

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 8000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
VICTORIA, CD

Destination
GREAT FALLS, MT

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 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 - 2700

Make/Model- 300

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 36

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE AT 15000 FT MSL, PLT REQUESTED ATC DEVIATION AROUND TSTM SHOWN ON ACFT STORMSCOPE. AFTER PASSING, ATC GAVE VECTOR TO REJOIN AIRWAY. PLT REQUESTED FURTHER DEVIATION AROUND ANOTHER CELL. RADIO AND RADAR CONTACT WERE THEN LOST. INVESTIGATION REVEALED CHARACTERISTICS OF LOW LEVEL INFLT BREAKUP DUE PILOT INDUCED OVERLOAD. WX AND RADAR STUDY SHOW ACFT PENETRATED HEART OF TSTM OF AT LEAST MODERATE INTENSITY.

Brief of Accident (Continued)

File No. - 1977

7/21/87

AVERY, ID

A/C Reg. No. N6326Y

Time (Lc1) - 1655 PDT

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM, LEVEL II
 2. WEATHER CONDITION - TURBULENCE (THUNDERSTORMS)
 3. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - INADVERTENT - PILOT IN COMMAND
-

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

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 6. WING - OVERLOAD
 7. STABILIZER - OVERLOAD
-

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) 4,5

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

Brief of Accident

File No. - 1895 9/24/87 TWIN FALLS, ID A/C Reg. No. N2689E Time (Lcl) - 2325 MDT

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

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	1	2	0
Accident Occurred During -DESCENT		0	0	0	0

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

Make/Model - FAIRCHILD SA227-AC	Eng Make/Model - GARRETT TPE-331-11U	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 14500	Engine Type - TURBOPROP	
No. of Seats - 21	Rated Power - 1000 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	TWIN FALLS, ID	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	JOSLIN FIELD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 07
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - 8703/ 150
Lowest Sky/Clouds - 20000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- NONE		
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)
ATP,CFI	Current - YES	Total - 5800
SE LAND,ME LAND	Months Since - 4	Last 24 Hrs - 3
	Aircraft Type - SA-227	Make/Model- 2000
		Last 30 Days- 44
		Instrument- 925
		Last 90 Days- 114
		Multi-Eng - 4000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

CHK PLT WAS CONDUCTING CAPT PROFICIENCY CHK ON ANOTHER COMPANY PLT (PIC) UNDER DARK NGT CONDITNS. SUBSEQUENT TO FULL STOP LDG ON RWY 25, TAKEOFF CHKLST WAS RECITED. PIC COMMENCED T/O ON RWY 07. CHK PLT SIMULATED VI ENG CUT AFTER LIFTOFF. PIC WAS UNABLE TO ACCEL TO V2, CLIMB, OR MAINTAIN DIRECTNL CONTRL. ACFT LEVELLED OFF, A/S BEGAN TO DECAY & ACFT DRIFTED TO THE RIGHT. CHK CAPT FAILED TO TAKE CNTRL OR TERMINATE ENG CUT SIMULATION AS EVOLUTION DETERIORATED. ACFT COLLIDED WITH ILS GS TWR MARKED BY RED OBST LIGHTS. LOSS OF CNTRL FOLLOWED WHEN RGT WINGTIP/AILERON SEPARATED. ACFT THEN IMPACTED GND AND SLID TO A STOP. TKOF FLAP POSITION SHOULD BE 1/4. BOTH FLAPS FOUND NEAR 1/2 FLAP EXTENDED POSITION. HANDLE FOUND IN 1/2 FLAP DETENT. PERFMNC CHARTS SHOW ACFT ABL TO REACH V2 AT 50 FT ALT IN 6500 FT ROLL, THEN +575 FPM CLIMB (VYSE) AT ACC WT.

Brief of Accident (Continued)

File No. - 1895

9/24/87

TWIN FALLS, ID

A/C Reg. No. N2689E

Time (Lc1) - 2325 MDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. RAISING OF FLAPS - NOT PERFORMED -
3. CHECKLIST - INATTENTIVE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - SIMULATED - CHECK PILOT
5. PROPER CLIMB RATE - NOT POSSIBLE -
6. DIRECTIONAL CONTROL - NOT POSSIBLE -
7. SUPERVISION - INADEQUATE - CHECK PILOT

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

Finding(s)

8. OBJECT - TOWER, MARKED
9. WING, WINGTIP - SEPARATION
10. FLIGHT CONTROL, AILERON - LOSS, PARTIAL

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

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

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

Factor(s) relating to this accident is/are finding(s) 4,8

Brief of Accident

File No. - 1925 10/17/87 POCATELLO, ID A/C Reg. No. N49694 Time (Lcl) - 1300 MDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - NAPPER VANCRAFT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1000
No. of Seats - 1

Eng Make/Model - VOLKSWAGON 2200CC
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 60 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/009 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

POCATELLO MUNICIPAL
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 - 14
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	280
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	19
Rotorcraft	17

Instrument Rating(s) - NONE

-----Narrative-----

THE EXPERIMENTAL GYROCOPTER WAS ON A TEST FLIGHT WHEN THE RIGHT RUDDER PEDAL PIVOT BOLT BROKE. THE AIRCRAFT BEGAN A SPIRAL IN A COUNTER-CLOCKWISE DIRECTION WITH THE RUDDER SEPARATING FROM THE AIRCRAFT AT THE HINGE POINTS. THE AIRCRAFT CONTINUED TO SPIRAL TO THE GROUND TO IMPACT.

Brief of Accident (Continued)

File No. - 1925

10/17/87

POCATELLO, ID

A/C Reg. No. N49694

Time (Lc1) - 1300 MDT

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

Finding(s)

1. FLIGHT CONTROL, RUDDER - SEPARATION
 2. FLT CONTROL SYST, RUDDER CONTROL - DISABLED
-

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

Finding(s)

3. SPIRAL - UNCONTROLLED - PILOT IN COMMAND
 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1992 9/15/87 PLAINFIELD, IL A/C Reg. No. N8927F Time (Lcl) - 1530 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - AERIAL APPLICATION

Flight Conducted Under - 14 CFR 137

Accident Occurred During - DESCENT

Fire
NONE

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

Make/Model - HUGHES 269A

Landing Gear - SKID

Max Gross Wt - 1550

No. of Seats - 2

Eng Make/Model - LYCOMING HIO-360-A1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 200 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- 190/009 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 7500 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE, COMMERCIAL

ME LAND

HELICOPTER

Age - 44

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 1663

Make/Model- 1185

Instrument- 14

Multi-Eng - 29

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - 1266

Instrument Rating(s) - NONE

-----Narrative-----

WHILE MANEUVERING AT ABOUT 4 FEET ABOVE GROUND LEVEL THE PILOT EXPERIENCED A LOSS OF ENGINE POWER AND ENTERED AN UNCONTROLLED RIGHT TURN AND DESCENT, COLLIDING WITH THE GROUND. THE ENGINE POWER LOSS WAS DUE TO THE FAILURE OF A STUD AND BOLT HOLDING THE CRANKSHAFT IDLER GEAR SHAFT IN PLACE. THIS FAILURE CAUSED THE CRANKSHAFT IDLER GEAR TO DISENGAGE FROM THE CRANKSHAFT AND CAMSHAFT MAIN GEARS, RESULTING IN POWER LOSS.

Brief of Accident (Continued)

File No. - 1992

9/15/87

PLAINFIELD,IL

A/C Reg. No. N8927F

Time (Lc1) - 1530 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ACCESSORY DRIVE ASSY - FAILURE,TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. TERRAIN CONDITION - OPEN FIELD
-

----Probable Cause----

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

Brief of Accident

File No. - 1991 10/31/87 LAWRENCEVILLE, IL A/C Reg. No. N41682 Time (Lcl) - 1318 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

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

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

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

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

Eng Make/Model - LYCOMING IO-320
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 150 HP

ELT Installed/Activated - 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- 220/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 41

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 4500	Last 24 Hrs	- 1
Make/Model-	UNK/NR	Last 30 Days-	43
Instrument-	372	Last 90 Days-	122
Multi-Eng	- 1046		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING AEROBATIC MANEUVERS THE AIRCRAFT ENTERED A SPIN TO THE LEFT AND DID NOT RECOVER BEFORE IMPACTING THE GROUND. THE ACFT ENTERED THE SPIN AFTER THE PLT ANNOUNCED THAT THIS SPIN WOULD BE THE LAST MANEUVER BEFORE LANDING. THE SPIN WAS STARTED AT ABOUT 1000 FT AGL. ROTATION STOPPED AND NOSE WAS BEING RAISED BUT THE ACFT CONTACTED THE GROUND BEFORE RECOVERY WAS COMPLETED. THIS TYPE OF LUNCHTIME AIRSHOW WAS NOT SANCTIONED BY FAA, BUT HAD BECOME A TRADITION AT THIS FLT SCHOOL DURING "DADS WEEKEND".

Brief of Accident (Continued)

File No. - 1991

10/31/87

LAWRENCEVILLE, IL

A/C Reg. No. N41682

Time (Lc1) - 1318 EST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 3. ALTITUDE - 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) 1,3

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

Brief of Accident

File No. - 1971 12/05/87 MARION,IL A/C Reg. No. N7533G Time (Lc1) - 1720 CST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ROLLA,MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	WILLIAMSON COUNTY REGION
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 20
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6502/ 150
Lowest Sky/Clouds - 10000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 197
SE LAND	Months Since - 8	Make/Model- 197
	Aircraft Type - C-150L	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- 8
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PILOT IN COMMAND SUFFERED A FATAL HEART ATTACK. HIS WIFE, A PRIVATE PILOT, ATTEMPTED TO LAND THE AIRCRAFT, LOST CONTROL ON LANDING ROLL AND STRUCK A RUNWAY LIGHT.

Brief of Accident (Continued)

File No. - 1971

12/05/87

MARION, IL

A/C Reg. No. N7533G

Time (Lc1) - 1720 CST

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation CRUISE - NORMAL

Finding(s)

1. INCAPACITATION(HEART ATTACK) - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT PASSENGER

Occurrence #3 ON GROUND COLLISION WITH OBJECT

Phase of Operation LANDING - ROLL

Finding(s)

3. 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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1870 1/20/87 EVANSVILLE, IN A/C Reg. No. N93078 Time (Lcl) - 1417 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	0

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

Fire NONE Crew Pass

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 250/009 KTS
Visibility - 8.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

DRESS REGIONAL
Runway Ident - 27
Runway Lth/Wid - 3500/ 100
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

-----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 - 32	Last 24 Hrs - UNK/NR
Make/Model- 32	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

NOSE GEAR COLLAPSED AFTER STUDENT PILOT FAILED TO RECOVER FROM A BOUNCED LANDING. THE STUDENT PLT WAS ON THE SECOND LANDING (TOUCH AND GO) OF A SUPERVISED SOLO FLIGHT. HE STATED THAT HE THOUGHT THAT THE ACCIDENT COULD HAVE BEEN AVOIDED IF HE HAD BEEN GIVEN TRAINING IN RECOVERING FROM BOUNCED LANDINGS.

Brief of Accident (Continued)

File No. - 1870

. 1/20/87

EVANSVILLE, IN

A/C Reg. No. N93078

Time (Lcl) - 1417 CST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
1. FLARE - MISJUDGED - PILOT IN COMMAND

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

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE INITIAL TRAINING - PILOT IN COMMAND
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

Brief of Accident

File No. - 1850 6/14/87 GOSHEN, IN A/C Reg. No. N138RK Time (Lcl) - 0600 EST

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

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

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

Make/Model - KENNEDY AVID FLYER	Eng Make/Model - CUYUNA 06	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 43 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	ELKHART, IN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	THREE RIVERS, MI	Runway Ident - N/A
Wind Dir/Speed- 210/006 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 58	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 337
SE LAND	Months Since - 26	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 65
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

WHILE CRUISING AT 1600 FEET MSL, ONE PROPELLER BLADE FAILED IN THE ROOT AREA AND DEPARTED THE ENGINE. THE PILOT MADE A SUCCESSFUL EMERGENCY LANDING IN A FARMER'S FIELD. VIBRATIONS, RESULTING FROM THE UNBALANCED PROPELLER CONDITION, WERE OF SUFFICIENT MAGNITUDE TO CAUSE FAILURE OF THE ENGINE MOUNTS. THE ENGINE FELL OUT OF THE AIRCRAFT UPON LANDING.

Brief of Accident (Continued)

File No. - 1850

6/14/87

GOSHEN, IN

A/C Reg. No. N138RK

Time (Lcl) - 0600 EST

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FAILURE, TOTAL
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. ENGINE ASSEMBLY - VIBRATION
4. ENGINE ASSEMBLY, MOUNT - FAILURE, TOTAL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1905 8/01/87 KOKOMO, IN A/C Reg. No. N7841P Time (Lcl) - 1053 CDT

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

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

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

Make/Model	- PIPER PA-24-250	Eng Make/Model	- LYCOMING O-540-A1D5	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2900	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 250 HP		

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

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- FSS	Last Departure Point	OFF AIRPORT/STRIP
Method	- TELEPHONE	NASHVILLE, TN	
Completeness	- FULL	Destination	Airport Data
Basic Weather	- IMC	ELKHART, IN	Runway Ident
Wind Dir/Speed	- 360/008 KTS		- N/A
Visibility	- 1.500 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 600 FT PART OBS	Type of Flight Plan	- N/A
Lowest Ceiling	- 1000 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- HAZE	Type Apch/Lndg	- N/A
Precipitation	- RAIN		
Condition of Light	- DAYLIGHT		

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

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - UNK/NR	Total - 4200	Last 24 Hrs - 2
SE LAND	Months Since - UNK/NR	Make/Model - UNK/NR	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLTS PREFLT WX BRIEFING REVEALED MARGINAL VFR & IFR WX ALONG HIS PROPOSED ROUTE, WITH A PRECAUTION FOR THUNDERSTORMS. AN IFR FLT PLAN WAS FILED AND THE ACFT DEPARTED. LATER DURING FLT THE PLT WAS RADIOED INFO ABOUT A CONVECTIVE SIGMET THAT CONTAINED A LINE OF T-STORMS REACHING 45000 FT ACROSS HIS ROUTE. THE PLT STATED THAT HE WANTED TO CONTINUE ON ROUTE & WOULD CHECK BACK LATER. ABOUT 20 MIN LATER THE PLT WAS WARNED THAT HE WAS ABOUT TO ENTER HEAVY PRECIP AND WAS OFFERED AN ESCAPE ROUTE. HIS LAST TRANSMISSION WAS "OK FOUR ONE POP." A FEW MINUTES LATER HIS TRANSPONDER CODE WAS LOST ON RADAR. THE ACFT WAS AT 9000 FT MSL AND EXPERIENCED INFLT SEPARATION OF BOTH WINGS.

Brief of Accident (Continued)

File No. - 1905

8/01/87

KOKOMO, IN

A/C Reg. No. N7841P

Time (Lc1) - 1053 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. HAZARDOUS WEATHER ADVISORY - DISREGARDED - PILOT IN COMMAND
-

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

Finding(s)

3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
 4. WING - FAILURE, TOTAL
 5. WING - OVERLOAD
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1833 4/19/87 STILLWELL,KS A/C Reg. No. N85846 Time (Lcl) - 0835 CDT

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

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

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

Make/Model	- AERONCA 11AC	Eng Make/Model	- CONTINENTAL C-65-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 65 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 160/016 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - 20000 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point OLATHE,KS</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 - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>MISSION ROAD</p> <p>Runway Ident - 18</p> <p>Runway Lth/Wid - 2065/ 100</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL,CFI</p> <p>SE LAND,ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 4</p> <p>Aircraft Type - PA-44</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2010</p> <p>Make/Model- 215</p> <p>Instrument- 680</p> <p>Multi-Eng - 360</p> <p>Last 24 Hrs - 3</p> <p>Last 30 Days- 5</p> <p>Last 90 Days- 300</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT THIS FLIGHT WAS TO BE A PHOTOGRAPHIC, PLEASURE TRIP INVOLVING TWO AIRCRAFT. AFTER SEVERAL AERIAL PHOTOS WERE TAKEN OF EACH OTHER'S AIRCRAFT, BOTH AIRPLANES LANDED AT THE ACCIDENT AIRPORT. THE PIC AND HIS PASSENGER THEN TOOK-OFF WHILE THE OTHER AIRCRAFT STAYED ON THE GROUND IN ORDER FOR ITS CREW TO PHOTOGRAPH THE AIRBORNE AIRCRAFT. ACCORDING TO THE PIC, HE MADE SEVERAL LOW PASSES OVER THE AERODROME WHEN, SUDDENLY, WIND SHEAR CAUSED THE AIRCRAFT TO WEATHERCOCK AND STALL FROM APPROX 40 FT AGL, PRECLUDING ANY STALL RECOVERY BEFORE IMPACT. ACCORDING TO THE NATIONAL WEATHER SERVICE, WINDS IN THE AREA AT THE TIME OF THE ACCIDENT WERE FROM THE SOUTHEAST AT 16 KTS, GUSTING TO 25 KTS. AIRPORT PERSONNEL REPORTED THAT TREES HAD BEEN PLANTED RECENTLY--BY NEIGHBORS--IN THE IMMEDIATE PERIMETER OF THE AIRSTRIP.

Brief of Accident (Continued)

File No. - 1833

4/19/87

STILLWELL,KS

A/C Reg. No. N85846

Time (Lcl) - 0835 CDT

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. IMPROPER DECISION, COMPLACENCY - PILOT IN COMMAND
3. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
4. LOW PASS - ATTEMPTED - PILOT IN COMMAND
5. WEATHER CONDITION - UNFAVORABLE WIND
6. WEATHER CONDITION - GUSTS
7. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
8. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
9. STALL - INADVERTENT - PILOT IN COMMAND

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

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,6

Brief of Accident

File No. - 1878 5/09/87 DELIA,KS A/C Reg. No. N7556E Time (Lc1) - 1830 CDT

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

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

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

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C90-12F	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TOPEKA,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 230/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
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)
PRIVATE	Current - UNK/NR	Total - 530
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 35
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT WAS PERFORMING HIGH SPEED, LOW LEVEL PASSES OVER THE HOMES OF SOME FRIENDS AND RELATIVES WHEN, SUDDENLY, IT STARTED A STEEP CLIMB OVER A TREE LINE. THE AIRCRAFT APPEARED TO SLOW DOWN AT THE TOP OF THE CLIMB; THEN IT LEVELED OFF BRIEFLY BEFORE PLUMMETING, NOSE-FIRST, TO THE GROUND. THE AIRCRAFT BURST INTO FLAMES SHORTLY AFTER IMPACT. THERE WERE NO INDICATIONS OF AN IN-FLIGHT FAILURE/SEPARATION, AND A SUBSEQUENT ENGINE TEARDOWN INSPECTION DID NOT REVEAL ANY KIND OF POWERPLANT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1878

5/09/87

DELIA,KS

A/C Reg. No. N7556E

Time (Lc1) - 1830 CDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation MANEUVERING

Finding(s)

1. BUZZING - INTENTIONAL - PILOT IN COMMAND
2. IMPROPER USE OF EQUIPMENT/AIRCRAFT, OSTENTATIOUS DISPLAY - PILOT IN COMMAND
3. CLIMB - EXCESSIVE - PILOT IN COMMAND

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

Finding(s)

4. AIRCRAFT PERFORMANCE - EXCEEDED
5. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
6. STALL - ENCOUNTERED - PILOT IN COMMAND

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

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

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

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

Brief of Accident

File No. - 1813 9/29/87 EL DORADO,KS A/C Reg. No. N6156F Time (Lcl) - 0900 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
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 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	EMPORIA,KS	EL DORADO
Wind Dir/Speed- 360/010 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 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 - 59	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 600
SE LAND	Months Since - 17	Make/Model- 600
	Aircraft Type - C-152	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTING MIDFIELD AND ATTAINING APPROXIMATELY 100 FEET OF ALTITUDE, PLT EXPERIENCED A COMPLETE POWER FAILURE. PLT ATTEMPTED TO RELAND ON INTERSECTING RUNWAY BY EXECUTING AN APPROXIMATE 270 DEGREE TURN. ACFT STRUCK THE TERRAIN BEFORE COMPLETING THE EMERGENCY MANUEVER. POST ACCIDENT INVESTIGATION REVEALED NO FUEL COMTAMINATION, OR MECHANICAL FAILURE. METEOROLOGICAL CONDITIONS AT THE TIME WERE CONDUCIVE FOR CARBURETOR ICING.

Brief of Accident (Continued)

File No. - 1813

9/29/87

EL DORADO,KS

A/C Reg. No. N6156F

Time (Lc1) - 0900 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - 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)

5. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 1811 10/05/87 WAMEGO,KS A/C Reg. No. N8786V Time (Lcl) - 2230 CDT

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

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

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

Make/Model - BELLANCA 17-31ATC	Eng Make/Model - LYCOMING IO-540-K1E5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3325	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GREAT BEND,KS	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	WAMEGO,KS	WAMEGO
Wind Dir/Speed- 340/006 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2950/ 30
Lowest Sky/Clouds - 25000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1200
SE LAND	Months Since - 20	Last 24 Hrs - 2
	Aircraft Type - 17-31	Make/Model- 600
		Instrument- 60
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT LDG THE PLT ALIGNED THE ACFT WITH THE WHITE TOPS OF A FENCE THAT WAS PARALLEL TO THE RUNWAY. NOT ALL OF THE RWY LIGHTS WERE ILLUMINATED. BOTH WINGS AND THE LOWER FUSELAGE WERE SUBSTANTIALLY DAMAGED DURING THE LNDG ON THE FENCE.

Brief of Accident (Continued)

File No. - 1811

10/05/87

WAMEGO,KS

A/C Reg. No. N8786V

Time (Lcl) - 2230 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. OBJECT - FENCE
 2. PROPER ALIGNMENT - NOT ATTAINED - PILOT IN COMMAND
 3. OTHER AIRPORT/RUNWAY MAINTENANCE - INADEQUATE - AIRPORT PERSONNEL
 4. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 5. LIGHT CONDITION - DARK NIGHT
-

----Probable Cause----

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

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

Brief of Accident

File No. - 1890 10/20/87 ATWOOD,KS A/C Reg. No. N2472Q Time (Lc1) - 0800 CDT

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	ATWOOD,KS	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	OAKLEY,KS	ATWOOD
Wind Dir/Speed- 260/006 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3100/ 50
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - HIGH VEGETATION
Obstructions to Vision- NONE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 151
SE LAND	Months Since - 3	Last 24 Hrs - 3
	Aircraft Type - C-182	Make/Model- 44
		Instrument- 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC SAID THAT HE DID AN ENGINE RUNUP AND ALLOWED THE ENGINE TO RUN ABOUT 6 ADDITIONAL MINUTES BEFORE COMMENCING THE TAKEOFF. THE PIC SAID THAT UPON REACHING 100 FEET ALTITUDE IN THE TAKEOFF SEQUENCE, HE OBSERVED A DECLINE IN ENGINE REVOLUTIONS PER MINUTE AND MANIFOLD PRESSURE. A FORCED LANDING WAS ACCOMPLISHED AND THE AIRCRAFT FLIPPED INVERTED IN A MILO FIELD OFF THE RUNWAY. POST-CRASH INSPECTION OF THE AIRCRAFT REVEALED NO EVIDENCE OF MECHANICAL PROBLEMS OR FUEL CONTAMINATION. ICING PROBABILITY CHARTS INDICATE THAT THE WEATHER CONDITIONS WERE CONDUCIVE TO THE FORMATION OF CARBURETOR ICE. THE PIC DID NOT USE CARBURETOR HEAT DURING THE TAKEOFF ROLL OR DURING CLIMBOUT. HE INDICATED THAT HE CHECKED ITS FUNCTION DURING THE ENGINE RUN-UP, BUT DID NOT USE IT AFTER THAT.

Brief of Accident (Continued)

File No. - 1890

10/20/87

ATWOOD,KS

A/C Reg. No. N2472Q

Time (Lcl) - 0800 CDT

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
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) 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. - 1877 11/08/87 LEAVENWORTH,KS A/C Reg. No. N7277Y Time (Lcl) - 1345 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-30	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-----

<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- 330/010 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 3500 FT SCATTERED</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TOUCH AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SHERMAN AAF</p> <p>Runway Ident - 33</p> <p>Runway Lth/Wid - 5905/ 100</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND, ME LAND</p>	<p>Age - 75</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 5</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 2650</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 2350</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 90</td> <td>Last 90 Days- 20</td> </tr> <tr> <td>Multi-Eng - 2350</td> <td></td> </tr> </table>	Total - 2650	Last 24 Hrs - 1	Make/Model- 2350	Last 30 Days- UNK/NR	Instrument- 90	Last 90 Days- 20	Multi-Eng - 2350	
Total - 2650	Last 24 Hrs - 1									
Make/Model- 2350	Last 30 Days- UNK/NR									
Instrument- 90	Last 90 Days- 20									
Multi-Eng - 2350										

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING LANDINGS AND TAKEOFFS, THE PIC INADVERTENTLY PUT THE GEAR SWITCH IN THE RETRACT CYCLE WHILE ROLLING OUT. THE GEAR BEGAN ITS RETRACTION CYCLE WITH THE ACFT STILL ON THE RWY, DAMAGING THE RETRACTION SYSTEM. THE PLT ELECTED TO TKOF, BUT ONCE AIRBORNE, WAS UNABLE TO CYCLE THE GEAR IN EITHER DIRECTION. A LANDING WAS MADE WITH THE GEAR IN AN INTERMEDIATE POSITION. THE GEAR COLLAPSED ON TOUCHDOWN.

Brief of Accident (Continued)

File No. - 1877

11/08/87

LEAVENWORTH,KS

A/C Reg. No. N7277Y

Time (Lc1) - 1345 CST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation LANDING - ROLL

Finding(s)

1. GEAR RETRACTION - INADVERTENT ACTIVATION - PILOT IN COMMAND

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

Finding(s)

2. ABORTED LANDING - PERFORMED - PILOT IN COMMAND

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

Finding(s)

3. GEAR EXTENSION - NOT POSSIBLE - PILOT IN COMMAND
4. EMERGENCY PROCEDURE - ATTEMPTED - PILOT IN COMMAND

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1979 11/19/87 AUGUSTA, KS

A/C Reg. No. N7735A

Time (Lcl) - 0720 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -BUSINESS

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

ON GROUND

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

Make/Model - CESSNA 310Q

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5200

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-V0

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 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- 220/006 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

EUREKA, KS

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

MUNICIPAL

Runway Ident - 18

Runway Lth/Wid - 4250/ 60

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, ME 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 - 2407

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) - AIRPLANE

-----Narrative-----

THE AIRPLANE DEPARTED TO THE SOUTH AND MADE A LEFT TURN. APPROXIMATELY 1/4 OF A MILE EAST OF THE AIRPORT, THE AIRPLANE IMPACTED STRAIGHT DOWN WITH GEAR DOWN AND FLAPS AT 15 DEGREES. NO PREIMPACT PROBLEMS WERE FOUND WITH AIRFRAME OR POWERPLANTS. NO INDICATION OF PILOT INCAPACITATION WAS FOUND.

Brief of Accident (Continued)

File No. - 1979

11/19/87

AUGUSTA, KS

A/C Reg. No. N7735A

Time (Lcl) - 0720 CST

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

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. - 1887 12/11/87 COFFEYVILLE, KS A/C Reg. No. N735SV Time (Lcl) - 0725 CST

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

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

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

Make/Model	- CESSNA 182Q	Eng Make/Model	- CONTINENTAL O-470-U	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 230 HP		

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 180/006 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination NEOSHO, MO</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>COFFEEVILLE</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 5873/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL</p> <p>SE LAND</p>	<p>Age - 75</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 3493</p> <p>Make/Model- UNK/NR</p> <p>Instrument- 0</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 7</p>
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Instrument Rating(s) - NONE

-----Narrative-----

WHILE TRYING TO START THE ACFT WITH A LOW BATTERY, PIC EXITED THE ACFT AND PULLED THE PROPELLER ONE QUARTER OF A TURN TO GET IT PAST THE COMPRESSION CYCLE. ENGINE STARTED WITH PAX ABOARD AND PROCEEDED TO TAXI. PIC WAS UNABLE TO STOP THE ACFT, AND PAX, AFTER TRYING TO STOP THE ACFT, OPENED THE DOOR AND JUMPED OUT. ACFT CONTINUED FOR ABOUT ONE HALF MILE, ON TO A SOFT FARM FIELD AND NOSED OVER.

Brief of Accident (Continued)

File No. - 1887

12/11/87

COFFEYVILLE,KS

A/C Reg. No. N735SV

Time (Lcl) - 0725 CST

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

Finding(s)
1. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAXI

Finding(s)
2. TERRAIN CONDITION - SOFT

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1935 9/16/87 LOUISVILLE, KY A/C Reg. No. N7378V Time (Lcl) - 1120 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	0	1	0	0
Accident Occurred During	-LANDING		0	0	0	0

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

Make/Model	- BELLANCA 17-30A	Eng Make/Model	- CONTINENTAL IO-520D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3325	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 300 HP		

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

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	OZARK, AL		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	BOWMAN FIELD	
Wind Dir/Speed	- 190/008 KTS		Runway Ident	- 24
Visibility	- 9.0 SM	ATC/Airspace	Runway Lth/Wid	- 5000/ 150
Lowest Sky/Clouds	- 8000 FT SCATTERED	Type of Flight Plan	Runway Surface	- CONCRETE
Lowest Ceiling	- 25000 FT BROKEN	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

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

Pilot-In-Command	Age - 41	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
COMMERCIAL	Current	- UNK/NR	Total	- 9182
SE LAND, ME LAND	Months Since	- UNK/NR	Make/Model	- 28
HELICOPTER	Aircraft Type	- UNK/NR	Instrument	- UNK/NR
			Multi-Eng	- 296
			Last 24 Hrs	- UNK/NR
			Last 30 Days	- UNK/NR
			Last 90 Days	- 81
			Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT MADE TWO ATTEMPTS TO LAND AND DURING HIS 2ND GO AROUND THE ENG CUT OUT. THE PLT STATED THAT HE SWITCHED FROM LEFT TANK TO RT TANK BUT WAS UNABLE TO START THE ENG PRIOR TO MAKING A FORCED LANDING WHICH RESULTED IN A COLLISION WITH A HOUSE AND TREE. THE PLTS RPT STATES THAT TAKEOFFS AND LANDINGS BE MADE ON RT TANK WHEN USING LEFT TRAFFIC. ALSO NO STEEP TURNS INTO TANK BEING USED. THE PLT ALSO SAID THAT FUEL WAS MANAGED TO ARRIVE AT DEST ON FULLEST/RT TANK.

Brief of Accident (Continued)

File No. - 1935

9/16/87

LOUISVILLE, KY

A/C Reg. No. N7378V

Time (Lc1) - 1120 EDT

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

Phase of Operation TAKEOFF - INITIAL CLIMB

1. FLUID, FUEL - STARVATION
2. FUEL SUPPLY - MISJUDGED - PILOT IN COMMAND
3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
4. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LIGHT CONDITION - DARK NIGHT
6. OBJECT - RESIDENCE

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

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

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

Brief of Accident

File No. - 1848

7/04/87

VENICE, LA

A/C Reg. No. N5796M

Time (Lcl) - 1445 CDT

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

Type Operating Certificate	AIR CARRIER - LARGE HELICOPTER	Aircraft Damage						
Name of Carrier	-PETROLEUM HELICOPTERS, INC	DESTROYED						
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	Fatal	Injuries			
Flight Conducted Under	-14 CFR 135	NONE	Pass	1	Serious	Minor	None	
Accident Occurred During	-DESCENT			0	0	0	0	

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

Make/Model	- AEROSPATIALE AS-355-F1	Eng Make/Model	- ALLISON 250-C20F	ELT Installed/Activated	- NO	-N/A
Landing Gear	- EMERGENCY FLOAT	Number Engines	- 2	Stall Warning System	- NO	
Max Gross Wt	- 5200	Engine Type	- TURBOSHAFT			
No. of Seats	- 7	Rated Power	- 420 HP			

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	VENICE, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	GULF OF MEXICO	
Wind Dir/Speed - 180/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 1700 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - WATER - CHOPPY
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5739
SE LAND	Months Since - 3	Last 24 Hrs - 9
HELICOPTER	Aircraft Type - UNK/NR	Make/Model - 543
		Last 30 Days - UNK/NR
		Last 90 Days - 202
		Rotorcraft - 5639

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ONE OF THE MECHANICS WHO PERFORMED MAINTENANCE ON THE AIRCRAFT MAIN ROTOR HEAD STATED THAT HE WAS NOT SURE THAT HE INSTALLED THE RETAINING BOLTS WHICH SECURED THE VIBRATION ABSORBER ASSEMBLY TO THE AIRCRAFT. METALLURGICAL ANALYSIS OF THE ASSEMBLY INDICATED THAT THE RETAINING BOLTS WERE NOT INSTALLED AT IMPACT. EXAMINATION OF THE WRECKAGE SUGGESTS THAT THE VIBRATION ABSORBER ASSEMBLY SEPARATED FROM THE AIRCRAFT AND CONTACTED THE MAIN ROTOR SYSTEM RESULTING IN LOSS OF AIRCRAFT CONTROL AND SUBSEQUENT CONTACT WITH THE TERRAIN (WATER). WITNESSES OBSERVED THE HELICOPTER COME APART IN FLIGHT AFTER HEARING A LOUD "BOOM".

Brief of Accident (Continued)

File No. - 1848

7/04/87

VENICE, LA

A/C Reg. No. N5796M

Time (Lc1) - 1445 CDT

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

Finding(s)

1. ROTOR SYSTEM, ROTOR VIBRATION ABSORBER - NOT SECURED
2. ROTOR SYSTEM, ROTOR VIBRATION ABSORBER - LOOSE
3. MAINTENANCE, INSTALLATION - IMPROPER - COMPANY MAINTENANCE PSNL
4. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

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

Finding(s)

5. ROTOR SYSTEM, ROTOR VIBRATION ABSORBER - SEPARATION
6. AIRCRAFT CONTROL - NOT POSSIBLE -

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

Finding(s)

7. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1954 8/18/87 BASTROP, LA A/C Reg. No. N9685 Time (Lcl) - 0930 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage

Injuries

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

MINOR

Fire

NONE

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

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

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

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 240/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2609
Make/Model- 491
Instrument- 4
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 119

Instrument Rating(s) - NONE

-----Narrative-----

THREE FLAGMEN WERE WORKING WITH ONE SPRAY PLANE AND THREE FIELDS. ON THIS PASS, TWO OF THE FLAGMEN MOVED TO THE PROPER POSITIONS BUT THE OTHER ONE HAD MOVED TOO FAR Laterally. THE PILOT STATED TO THE SHERIFF THAT HE HAD OBSERVED THE FLAGMAN STEPPING OFF THE PROPER DISTANCE AND SHIFTED HIS ATTENTION TO THE OTHER FLAGMEN. AS HE MADE THE SPRAYING PASS, THE OUTER PORTION OF THE LEFT BOOM STRUCK THE FLAGMAN. THE OPERATOR OF THE SPRAY SERVICE STATED THE FLAGMAN HAD FLAGGED FOR SPRAYING AIRPLANES PREVIOUSLY.

Brief of Accident (Continued)

File No. - 1954

8/18/87

BASTROP, LA

A/C Reg. No. N9685

Time (Lcl) - 0930 CDT

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

Finding(s)

1. OBJECT - OTHER PERSON
 2. INATTENTIVE - GROUND PERSONNEL
 3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 4. CLEARANCE - MISJUDGED - PILOT IN COMMAND
-

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

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

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

Brief of Accident

File No. - 1856 8/24/87 MANSFIELD, LA A/C Reg. No. N5700D Time (Lcl) - 1535 CDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire ON GROUND

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

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

Make/Model - PIPER PA-22-150
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 070/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DESOTA PARISH
Runway Ident - 36
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 51

Biennial Flight Review

Current - YES
Months Since - 23
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 185	Last 24 Hrs	- 1
Make/Model-	135	Last 30 Days-	3
Instrument-	21	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPORT WAS 324 FEET ABOVE SEA LEVEL. THE OAT WAS 96 DEGREES F. THE AIRPLANE, WITH THE PILOT AND TWO PASSENGERS, LIFTED OFF THE RWY BUT WOULD NOT CLIMB. A WITNESS STATED THE ENGINE SOUNDED NORMAL BUT THE NOSE WAS VERY HIGH. THE AIRPLANE IMPACTED TREES AND THE TERRAIN AND STARTED BURNING AFTER GROUND IMPACT. THE DENSITY ALTITUDE FOR THE DEPARTURE AIRPORT WAS COMPUTED TO BE APPROXIMATELY 3000 FEET.

Brief of Accident (Continued)

File No. - 1856

5/24/87

MANSFIELD, LA

A/C Reg. No. N5700D

Time (Lcl) - 1535 CDT

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

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. PERFORMANCE DATA - DISREGARDED - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. PROPER CLIMB RATE - NOT POSSIBLE -
5. 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) 1,2

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

Brief of Accident

File No. - 1884 10/08/87 PORT ALLEN, LA A/C Reg. No. N6743Q Time (Lcl) - 0800 CDT

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

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

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

Make/Model - GRUMMAN G-164A	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 6075	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	WHITE CASTLE, LA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6300
SE LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 3900
		Last 30 Days- UNK/NR
		Instrument- 15
		Last 90 Days- 90

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL LOSS OF POWER DURING PULL-UP FROM A SWATH RUN. HE ATTEMPTED TO RETURN TO THE FIELD HE WAS WORKING IN ORDER TO MAKE AN EMERGENCY LANDING BUT WAS UNABLE TO DUE TO INADEQUATE ENGINE POWER. HE LANDED IN HIGH VEGETATION AND FLIPPED INVERTED. EXAM OF THE ENGINE REVEALED THAT THE NO. 7 CYLINDER WAS CRACKED COMPLETELY AROUND THE BARREL.

Brief of Accident (Continued)

File No. - 1884

10/08/87

PORT ALLEN, LA

A/C Reg. No. N6743Q

Time (Lcl) - 0800 CDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - FAILURE, TOTAL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - NONE SUITABLE
 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

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. - 1910 1/13/87 SO. DARTMOUTH, MA A/C Reg. No. N300CC Time (Lcl) - 0750 EDT

-----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	0	6	0

Type of Operation -EXECUTIVE/CORPORATE

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire
NONE

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

Make/Model - AGUSTA SPA A109AII

Landing Gear - SKID

Max Gross Wt - 11200

No. of Seats - 8

Eng Make/Model - ALLISON 250-C20B

Number Engines - 2

Engine Type - TURBOSHAFT

Rated Power - 420 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- UNK/NR

Visibility - 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

S. BOSTON, MA

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)

COMMERCIAL

SE LAND, ME LAND

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 0

Aircraft Type - A109AII

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5500

Make/Model- 256

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 65

Rotorcraft - 2500

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

AGUSTA N300CC DEPARTED A HELIPAD IN FRONT OF CLAREMONT CORP PRESIDENT'S RESIDENCE IN SOUTH DARTMOUTH, MASSACHUSETTS. AS THE HELICOPTER WAS HOVERING PRIOR TO MOVING FORWARD, THE TAIL ROTOR BLADE, S/N 124, FAILED. THE TAIL ROTOR ASSEMBLY AND GEARBOX SEPARATED FROM THE HELICOPTER. THE HELICOPTER LANDED HARD ON THE HELIPAD COLLAPSING ALL THREE LANDING GEARS.

Brief of Accident (Continued)

File No. - 1910

1/13/87

SO. DARTMOUTH, MA

A/C Reg. No. N300CC

Time (Lc1) - 0750 EDT

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

Finding(s)

1. ROTOR SYSTEM, TAIL ROTOR BLADE - FATIGUE
2. ROTOR SYSTEM, TAIL ROTOR BLADE - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

Occurrence #4 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR - OVERLOAD
5. LANDING GEAR - FAILURE, TOTAL

----Probable Cause----

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

Brief of Accident

File No. - 1880 2/07/87 BEVERLY, MA A/C Reg. No. N472EH Time (Lcl) - 1742 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire NONE

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

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

Make/Model - GRUMMAN AMERICAN AA-5A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2G
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- 300/008 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
CONCORD, NH
Destination
NASHUA, NH

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

BEVERLY
Runway Ident - 09
Runway Lth/Wid - 5000/ 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 - 13 Last 24 Hrs - 1
Make/Model- 13 Last 30 Days- UNK/NR
Instrument- 1 Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

STUDENT PILOT BECAME LOST AND DISORIENTED DURING ENROUTE FLIGHT TO THE MANCHESTER AREA AND LANDED AT BEVERLY AIRPORT INSTEAD. DURING LANDING ROLL, THE AIRCRAFT DRIFTED TO THE LEFT OF THE RUNWAY AND COLLIDED WITH A SNOWBANK, BREAKING OFF THE NOSE GEAR AND RIGHT WHEEL.

Brief of Accident (Continued)

File No. - 1880

2/07/87

BEVERLY, MA

A/C Reg. No. N472EH

Time (Lcl) - 1742 EST

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

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. LANDED AT WRONG AIRPORT - INADVERTENT - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - NOT CORRECTED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND

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

Finding(s)

6. TERRAIN CONDITION - SNOWBANK

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

7. 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) 1,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1879 6/13/87 STERLING, MA

A/C Reg. No. N351

Time (Lcl) - 1612 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - HOVER

Fire

NONE

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

Make/Model - ROBINSON R-22

Landing Gear - SKID

Max Gross Wt - 2350

No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 124 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 350/003 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

STERLING

Runway Ident - 34L

Runway Lth/Wid - 2800/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND

HELICOPTER

Age - 28

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	669	Last 24 Hrs	-	5
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Make/Model-	285	Last 30 Days-	UNK/NR
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Instrument-	60	Last 90 Days-	212
-------------	----	---------------	-----

Rotorcraft	-	393
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING HOVERING IN THE DESIGNATED HOVER AREA AT THE ARPT, THE STU PLT ACCIDENTLY PULLED AFT CYCLIC WHILE THE HELICOPTER WAS DRIFTING BACKWARDS. THIS CAUSED THE TAIL STRUCTURE AND ROTOR BLADES TO CONTACT THE GROUND. THE MAIN ROTOR BLADES THEN CONTACTED THE TAIL BOOM AND SEVERED IT, THROWING IT ABT 50 FT IN FRONT OF THE ACFT. THE INSTRUCTOR ADDED FORWARD CYCLIC, ROLLED OFF THE THROTTLE, AND LANDED THE HELICOPTER STRAIGHT AHEAD.

Brief of Accident (Continued)

File No. - 1879

6/13/87

STERLING,MA

A/C Reg. No. N351

Time (Lc1) - 1612 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation HOVER

Finding(s)

1. CYCLIC - IMPROPER USE OF - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

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

Brief of Accident

File No. - 1826 6/17/87 TEWKSBURY,MA A/C Reg. No. N53060 Time (Lcl) - 2230 EDT

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

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

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

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6D	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	HARTFORD,CT	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TEWKSBURY,MA	TEW-MAC
Wind Dir/Speed- 200/005 KTS	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2830/ 26
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 230
SE LAND	Months Since - UNK/NR	Make/Model- 64
	Aircraft Type - UNK/NR	Instrument- 7
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT SWITCHED THE FUEL SELECTOR FROM WHAT HE THOUGHT WAS THE LEFT TANK TO BOTH WHILE ON FINAL APPROACH. HE THEN DECIDED TO MAKE A GO-AROUND DURING THE FLARE BECAUSE HE FELT HIS A/S WAS TOO FAST. THE ENGINE QUIT AT 40 FT AGL DURING THE GO-AROUND. HE WAS UNABLE TO GET IT RESTARTED PRIOR TO IMPACT. AS HE WAS BEING PULLED FROM THE ACFT, HE NOTICED THE FUEL SELECTOR WAS IN THE OFF POSITION. HE REALIZED THAT THE FUEL SELECTOR HAD BEEN ON THE RIGHT TANK AND HE HAD PLACED IT IN THE OFF POSITION.

Brief of Accident (Continued)

File No. - 1826

6/17/87

TEWKSBURY, MA

A/C Reg. No. N53060

Time (Lcl) - 2230 EDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 4. CHECKLIST - IMPROPER USE OF - PILOT IN COMMAND
 5. IMPROPER USE OF EQUIPMENT/AIRCRAFT, INATTENTIVE - 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) 3,4,5

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

Brief of Accident

File No. - 1960 10/12/87 GARDNER,MA A/C Reg. No. N50342 Time (Lcl) - 1400 EDT

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

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

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

Make/Model - CESSNA 150H	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GARDNER MUNIC.
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 1900 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT OVERCAST	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 98
SE LAND	Months Since - 2	Last 24 Hrs - 0
	Aircraft Type - C-150H	Make/Model- UNK/NR
		Last 30 Days- 1
		Instrument- UNK/NR
		Last 90 Days- 3
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE EXECUTING TOUGH-AND-GO LANDINGS, THE PILOT NEGLECTED TO PARTIALLY RAISE THE WING FLAPS, AS RECOMMENDED IN THE OWNERS MANUAL, BEFORE LIFTING OFF. THEREAFTER, THE PILOT FAILED TO MAINTAIN A SAFE AIRSPEED FOR THE LANDING CONFIGURATION AND INADVERTENTLY STALLED THE AIRCRAFT. FOLLOWING THE LOSS OF CONTROL, THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE.

Brief of Accident (Continued)

File No. - 1960

10/12/87

GARDNER, MA

A/C Reg. No. N50342

Time (Lc1) - 1400 EDT

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

Finding(s)

1. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
2. RAISING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
3. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

File No. - 1949 2/08/87 MOUNT AIRY, MD A/C Reg. No. N2459F Time (Lcl) - 0830 EST

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

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

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

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	FREDERICK, MD	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 180/009 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - SNOW - CRUSTED
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 565
SE LAND, ME LAND	Months Since - 6	Make/Model- 150
	Aircraft Type - UNK/NR	Instrument- 53
		Multi-Eng - 35
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 150

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PILOT SIMULATED AN ENGINE OUT EMERGENCY BY RETARDING THE THROTTLE. THE STUDENT, WHO HAD NOT SOLOED, BECAME ENGROSSED IN HANDLING THE EMERGENCY. THE INSTRUCTOR KEPT HIS HAND ON THE THROTTLE THROUGHOUT THE PRACTICE MANEUVER. WHEN HE APPLIED FULL THROTTLE ABRUPTLY, THE STUDENT LOOKED UP TO SEE THE AIRCRAFT HEADING TOWARDS A ROW OF TREES. MOMENTS LATER, THEY IMPACTED THE GROUND, COLLIDED WITH A FENCE AND TREES. INVESTIGATION SHOWED THE AIRCRAFT TO BE SLIGHTLY OVER THE AUTHORIZED GROSS WEIGHT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1949

2/08/87

MOUNT AIRY, MD

A/C Reg. No. N2459F

Time (Lc1) - 0830 EST

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

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)

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

Finding(s)

2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND(CFI)
4. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - 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

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. - 1950 7/14/87 LINCOLNVILLE, ME A/C Reg. No. N7617Y Time (Lcl) - 1300 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - PIPER PA-30
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 4

Eng Make/Model - LYCOMING IO-320-B1A
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - PARTIAL, LMTD BY PILOT
Basic Weather - IMC
Wind Dir/Speed - CALM
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision - FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MANCHESTER, NH
Destination
ROCKLAND, ME

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

KNOX CO. REGIONAL
Runway Ident - 03
Runway Lth/Wid - 4000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 50
Biennial Flight Review
Current - YES
Months Since - 23
Aircraft Type - PA-30

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 1288 Last 24 Hrs - 2
Make/Model - 244 Last 30 Days - 10
Instrument - 87 Last 90 Days - 18
Multi-Eng - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING AN APPROACH TO KNOX COUNTY ARPT, ROCKLAND ME AND AFTER RECEIVING A WX REPORT FROM UNICOM THAT THE LOCAL WX WAS BELOW APPROACH MINIMUMS HE INDICATED THAT HE WOULD MAKE A MISSED APPROACH. THERE WAS NO FURTHER COMMUNICATIONS FROM THE ACFT. A WITNESS ON TOP OF BALD MOUNTAIN, NEAR THE ARPT, SAID THE FOG WAS VERY THICK AND THAT HE HEARD THE ACFT HIT THE MOUNTAIN. HE ALSO SAID THAT THE ACFT ENG WAS RUNNING SMOOTHLY AND HE HEARD NO SOUNDS OF MALFUNCTION. THE ACFT WAS FOUND APRX 15 MILES FROM THE ARPT ON A 30 DEGREE HEADING. THE PLT HAD EARLIER RECEIVED A REPORT THAT THE WX WAS BELOW MINIMUMS AND NO ACFT HAD ARRIVED AT THE DEST ARPT THAT MORNING. AN INSTRUCTOR WHO HAS GIVEN THE PLT INST TRNG SAID THAT HE OBSERVED A WEAKNESS IN MISSED APPRCH PLANNING DURING TRAINING BUT IT SEEMED TO HAVE BEEN CORRECTED AFTER TRAINING. THE POST ACC INVESTIGATION REVEALED NO EVIDENCE OF ACFT MALFUNCTION. NO EVIDENCE OF MEDICAL FACTOR INVOLVEMENT.

Brief of Accident (Continued)

File No. - 1950

7/14/87

LINCOLNVILLE, ME

A/C Reg. No. N7617Y

Time (Lcl) - 1300 EDT

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

Finding(s)

1. WEATHER CONDITION - FOG
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - BELOW APPROACH MINIMUMS
 4. IN FLIGHT WEATHER ADVISORIES - ISSUED - FBO PERSONNEL
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

5. MISSED APPROACH - PERFORMED - PILOT IN COMMAND
 6. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
 7. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

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

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

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

Brief of Accident

File No. - 1999 7/15/87 SPENCER LAKE, ME A/C Reg. No. N4202M Time (Lcl) - 2010 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	ON GROUND	Pass	0	0	2
Accident Occurred During -DESCENT					

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

Make/Model - PIPER PA-12	Eng Make/Model - LYCOMING O-235-C	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1625	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 100 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 6000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 908
SE LAND, SE SEA	Months Since - 9	Make/Model- 374
	Aircraft Type - UNK/NR	Instrument- 47
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 62

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT ORIGINATED AT SPENCER LAKE AND FLEW NORTH THEN SOUTH TO BAKER LAKE. SOUTH OF HEDGEHOG MOUNTAIN THE FLIGHT ENCOUNTERED DOWNDRAFTS AND A LOSS OF ALTITUDE AT 500-600 FEET PER MINUTE. UPON TURNING RIGHT TO RETURN TO SPENCER LAKE THE AIRCRAFT CONTINUED TO LOSE ALTITUDE. THE AIRCRAFT CRASHED INTO TREES AND CAME TO REST WITH THE FLOATS ON THE GROUND. FUEL LEAKED INTO THE ENGINE COMPARTMENT AND A FIRE ERUPTED.

Brief of Accident (Continued)

File No. - 1999

7/15/87

SPENCER LAKE, ME

A/C Reg. No. N4202M

Time (Lcl) - 2010 EDT

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

Finding(s)

1. WEATHER CONDITION - DOWNDRAFT

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

Finding(s)

2. COMPENSATION FOR WIND CONDITIONS - NOT POSSIBLE - PILOT IN COMMAND

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

Finding(s)

3. OBJECT - TREE(S)

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1896 6/07/87 BAY CITY, MI A/C Reg. No. N550H Time (Lcl) - 1645 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - DEMO	Fire	Crew 1	0	0	0
Flight Conducted Under - 14 CFR 91	ON GROUND	Pass 1	0	1	0
Accident Occurred During - MANEUVERING					

-----Aircraft Information-----

Make/Model - BOELKOW (MBB) BO-105CBS	Eng Make/Model - ALLISON 250-C20B	ELT Installed/Activated - YES-UNK/NR
Landing Gear - HIGH SKID	Number Engines - 2	Stall Warning System - NO
Max Gross Wt - 5000	Engine Type - TURBOSHAFT	
No. of Seats - 4	Rated Power - 420 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	SAGINAW, MI	Runway Ident - N/A
Wind Dir/Speed- 250/018 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - COMPANY (VFR)	Runway Surface - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2454
	Months Since - 3	Make/Model- 1037
HELICOPTER	Aircraft Type - BO-105	Instrument- 113
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 37
		Rotorcraft - 2454

Instrument Rating(s) - HELICOPTER

-----Narrative-----

ACFT WAS INVOLVED IN EMS STATIC DEMONSTRATION AT BEAVER TOWNSHIP FIRE DEPT, NEAR BAY CITY. FOLLOWING DEMONSTRATION, SHORTLY AFTER TAKEOFF, THE PILOT ATTEMPTED A STEEP DOWNWIND TURN AT LOW ALTITUDE. REPORTED WINDS AT THE TIME OF THE ACCIDENT WERE 250 DEGREES AT 18 KNOTS WITH GUSTS TO 23 KNOTS. ON-SCENE INVESTIGATION INDICATED THAT THE RIGHT SKID AND MAIN ROTOR BLADES CONTACTED THE GROUND IN A SUGAR BEET FIELD DURING THE TURN, CAUSING LOSS OF CONTROL. THE AIRCRAFT WAS DESTROYED BY IMPACT AND POST-CRASH FIRE. THE PILOT AND FLIGHT NURSE SUFFERED FATAL INJURIES. THE PARAMEDIC RECEIVED MINOR INJURIES. TEARDOWN AND EXAMINATION OF THE ENGINES FAILED TO DISCLOSE ANY ANOMALIES WHICH COULD BE CAUSAL TO THE ACCIDENT. PLT ASKED FLIGHT NURSE, IMMEDIATELY BEFORE TURN, "ARE YOU READY..."

Brief of Accident (Continued)

File No. - 1896

6/07/87

BAY CITY, MI

A/C Reg. No. N550H

Time (Lcl) - 1645 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation TAKEOFF

Finding(s)

1. MANEUVER - INTENTIONAL - PILOT IN COMMAND
2. JUDGEMENT - POOR - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

3. WEATHER CONDITION - TAILWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. DESCENT - NOT CORRECTED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1990 8/25/87 CHARLEVOIX, MI A/C Reg. No. N76SC Time (Lc1) - 1030 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 - LANDING

Fire NONE Crew Pass

-----Aircraft Information-----

Make/Model - PITTS S-1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1050
No. of Seats - 1

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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- 230/006 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

CHARLEVOIX MUNICIPAL
Runway Ident - 31
Runway Lth/Wid - 1310/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP,CFI,FLT ENG
SE LAND,ME LAND

Age - 35

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - B-727

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 9364	Last 24 Hrs - 2
Make/Model- 13	Last 30 Days- 100
Instrument- 950	Last 90 Days- 278
Multi-Eng - 5014	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ON A SHORT SOD STRIP WITH A CROSS WIND THE PILOT LOST CONTROL WHEN EXCESSIVE BRAKES WERE APPLIED. THE AIRCRAFT NOSED OVER. THE PLT STATED THAT AFTER LANDING HE APPLIED THE BRAKES AND THE ACFT ASSUMED ABOUT A 45 DEGREE NOSE DOWN ATTITUDE AND THE WHEEL PANTS DUG IN WHICH TRIPPED THE ACFT. THE MAIN GEAR COLLAPSED REARWARD AND THE PROP STRUCK THE GROUND, AS THE ACFT NOSED OVER. THE PLT OPERATED HEAVY ACFT FOR A COMMERCIAL AIRLINE AND HAD LIMITED TIME IN THE TYPE ACFT. HE RECOMMENDED USING LESS BRAKING AND A LONG RWY FOR LANDING.

Brief of Accident (Continued)

File No. - 1990

8/25/87

CHARLEVOIX,MI

A/C Reg. No. N76SC

Time (Lcl) - 1030 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. WEATHER CONDITION - CROSSWIND
-

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) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1893 9/22/87 HILLSDALE, MI A/C Reg. No. N8799E Time (Lcl) - 0826 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-PROMPT AIR, INC.	DESTROYED					
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-300	Eng Make/Model	- LYCOMING IO-540-K1G5D	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 300 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CHICAGO, IL	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DETROIT, MI	
Wind Dir/Speed - 340/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - .125 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - GRASS/TURF
Lowest Ceiling - OBSCURED	Type Apch/Lndg - FORCED LANDING	Runway Status - ROUGH
Obstructions to Vision - FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 3200	Last 24 Hrs - 3
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model - 13	Last 30 Days - 20
	Aircraft Type - PA-32R	Instrument - 660	Last 90 Days - 50
		Multi-Eng - 2790	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

TKOF AND CLIMB TO 7000 FT WERE MADE ON THE LEFT FUEL TANK. SHORTLY AFTER LVL-OFF, THE PLT SWITCHED TO THE RT TANK AND STAYED ON IT DURING THE INITIAL CRUISE. THE PLT THEN SWITCHED BACK TO LEFT TANK AND ABT 10 MIN LATER THE ENG BEGAN TO LOSE PWR. READINGS WERE NORMAL. THE PLT CONTACTED CLEVELAND CTR, DECLARED AN EMERGENCY, SWITCHED TO 7700 ON THE TRANSPONDER, SET UP A DESCENT, AND RECEIVED INSTRUCTIONS TO THE NEAREST ARPT. THE ACFT DESCENDED INTO UNDERCAST AND STRUCK THE TOPS OF TREES WITH ITS LEFT WING. IT THEN ROLLED LEFT, STRUCK THE GRD AND CAME TO REST INVERTED. NO EVIDENCE WAS FOUND IN THE EXAM OF THE ENG OR FUEL SYSTEM THAT WOULD EXPLAIN THE PARTIAL LOSS OF PWR.

Brief of Accident (Continued)

File No. - 1893

9/22/87

HILLSDALE, MI

A/C Reg. No. N8799E

Time (Lcl) - 0826 EDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. EMERGENCY PROCEDURE - INITIATED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
4. WEATHER CONDITION - LOW CEILING
5. WEATHER CONDITION - OBSCURATION
6. WEATHER CONDITION - FOG
7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1853 7/18/87 HOLLANDALE, MN A/C Reg. No. N3652N Time (Lcl) - 0845 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire	1	0	0	0
Flight Conducted Under	-14 CFR 137	NONE	0	0	0	0
Accident Occurred During	-DESCENT					

-----Aircraft Information-----

Make/Model	- AIR TRACTOR AT-301	Eng Make/Model	- P & W R-1340-AN1	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 5000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 600 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	ALBERT LEA, MN		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 180/019 KTS		Runway Ident	- N/A
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 3500 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 10000 FT BROKEN	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 3774	Last 24 Hrs - 5
SE LAND	Months Since - 1	Make/Model - 7	Last 30 Days - 30
HELICOPTER	Aircraft Type - C-182	Instrument - UNK/NR	Last 90 Days - 100
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER MAKING A SWATH RUN THE AIRCRAFT PULLED UP TO CLEAR POWER LINES. WITNESSES STATE THAT THE ENGINE CUT OUT AND AIRCRAFT PITCHED NOSE DOWN AND BEGAN TO ROTATE. THEY STATE THAT THE ENGINE REGAINED POWER JUST PRIOR TO IMPACT. SUBSEQUENT INVESTIGATION FAILED TO REVEAL ANY MECHANICAL DISCREPANCIES THAT WOULD HAVE CONTRIBUTED TO THE ACCIDENT. CONDITIONS WERE NOT CONDUCTIVE TO CARB ICE AND FUEL WAS FOUND AT THE SITE IN THE LINES LEADING TO THE ENGINE.

Brief of Accident (Continued)

File No. - 1853

7/18/87

HOLLANDALE, MN

A/C Reg. No. N3652N

Time (Lc1) - 0845 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 1869 9/06/87 PERHAM,MN A/C Reg. No. N734GF Time (Lc1) - 1730 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	1	0
Accident Occurred During -LANDING			0	0	1	0

-----Aircraft Information-----

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-H2AD	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GLENCOE,MN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	PERHAM,MN	FARM FIELD
Wind Dir/Speed- 220/005 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2500-N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - GO AROUND	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1104
SE LAND,SE SEA	Months Since - 2	Make/Model- 485
	Aircraft Type - C-172	Instrument- 73
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS LANDING ON A FARM FIELD TO THE EAST. THE NEAREST WX STATION WAS REPORTING WIND FROM 220 AT 5 KTS. THE PILOT SAID AFTER TOUCHDOWN HIS SPEED WAS TOO FAST TO STOP SO HE ELECTED TO ABORT THE LANDING. DURING CLIMBOUT THE ACFT STRUCK TREES AND CRASHED.

Brief of Accident (Continued)

File No. - 1869

9/06/87

PERHAM,MN

A/C Reg. No. N734GF

Time (Lcl) - 1730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. OBJECT - TREE(S)
 2. WEATHER CONDITION - TAILWIND
 3. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
 4. ABORTED LANDING - DELAYED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

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. - 1986 4/06/87 COLUMBIA,MO A/C Reg. No. N26863 Time (Lcl) - 2130 CDT

-----Basic Information-----

Type Operating Certificate	COMMUTER	Aircraft Damage					
Name of Carrier	-RESORT AIR, INC.	SUBSTANTIAL		Fatal	0	Serious	0
Type of Operation	-SCHEDULED, DOMESTIC, PAX/CARGO	Fire	Crew	0	0	Minor	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING					None	0

-----Aircraft Information-----

Make/Model	- FAIRCHILD SA-227	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 14500	Engine Type	- TURBOPROP		
No. of Seats	- 19	Rated Power	- 1000 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	UNK/NR
Method - UNK/NR	PEORIA, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	Runway Ident - N/A
Wind Dir/Speed - UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - UNK/NR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - UNK/NR	Runway Status - N/A
Lowest Ceiling - UNK/NR	Type Apch/Lndg - UNK/NR	
Obstructions to Vision - UNK/NR		
Precipitation - UNK/NR		
Condition of Light - UNK/NR		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
UNK/NR	Current - UNK/NR	Total - UNK/NR
	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model - UNK/NR
		Last 30 Days - UNK/NR
		Instrument - UNK/NR
		Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - UNK/NR

-----Narrative-----

ON APRIL 6, 1987 A CREW OPERATING A METRO III, COMMUTER ACFT NOTICED DAMAGE ON BOTH ENG NACELLES DURING A PREFLT INSP. THE COMMUTER OPERATOR CHIEF PILOT WAS NOTIFIED AND AN ON SITE INSP WAS MADE. THE CREW ORIGINALLY RPTNG THE DAMAGE CLAIMED THEY WERE NOT AT FAULT AND HAD NO PREVIOUS FLT'S THAT RESULTED IN ANY HARD LNDGS. A SAMPLING OF PAX'S WERE QUESTIONED ABT LNDGS DURING THEIR FLT'S. THE PAX'S WERE NOT ABLE TO CONFIRM THAT ANY HARD LNDGS HAD OCCURRED. ANOTHER CREW KNOWN TO HAVE OPERATED THE ACFT ON THE PREVIOUS DAY NOTIFIED THE CHF PILOT THAT THEY HAD A "FIRM" LNDG AT SPRINGFLD, ILL., BUT DISCOVERED NO DAMAGE DURING TWO SEPARATE POST FLT INSP'S. FLIGHT CREWS WHO OPERATED THE ACDNT ACFT AFTER THE "FIRM" LNDG WHICH OCCURRED ON APRIL 5, CLAIMED TO HAVE OPERATED THE ACDNT ACFT WITHIN NORMAL PARAMETERS OBSVRNG NO DAMAGE DURING POST FLT INSP'S.

Brief of Accident (Continued)

File No. - 1986

4/06/87

COLUMBIA,MO

A/C Reg. No. N26863

Time (Lc1) - 2130 CDT

Occurrence #1 UNDETERMINED
Phase of Operation UNKNOWN

Finding(s)

1. NACELLE/PYLON,SKIN - DISTORTED
2. UNDETERMINED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Brief of Accident

File No. - 1891 7/31/87 OSGOOD,MO A/C Reg. No. N7726V Time (Lcl) - 1545 CDT

-----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 -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - AERO COMMANDER CALLAIR A9-B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 3000

No. of Seats - 1

Eng Make/Model - LYCOMING IO-540-G1C5

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 290 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 20.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

TRENTON,MO

Destination

LOCAL

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

TRENTON

Runway Ident - 18

Runway Lth/Wid - 4300/ 50

Runway Surface - DIRT

Runway Status - DRY
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

Age - 52

Biennial Flight Review

Current - YES

Months Since - 3

Aircraft Type - 8-A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4500 Last 24 Hrs - 5

Make/Model- UNK/NR Last 30 Days- 55

Instrument- 0 Last 90 Days- 82

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION OPERATION, PILOT EXPERIENCED PARTIAL POWER LOSS AND VIBRATION, FOLLOWED BY A LOUD EXPLOSIVE SOUND AND TOTAL LOSS OF POWER. AN EMERGENCY LDG WAS MADE FOLLOWED BY A NOSE OVER. POSTACCIDENT INSPECTION REVEALED THE ENTIRE PROPELLER ASSEMBLY, ONE CYLINDER, AND PART OF THE CRANKSHAFT WERE MISSING. THIS COMPLETE ASSEMBLY WAS FOUND ABOUT THREE MONTHS LATER, APPROXIMATELY ONE QUARTER MILE FROM THE ACCIDENT SCENE. MET LAB REPORT ON PORTION OF CRANKSHAFT THAT REMAINED WITH ACFT INDICATED NO UNUSUAL WEAR OR DAMAGE THAT MIGHT CAUSE ITS FAILURE. THE PIC STATED THAT AFTER THE EXPLOSION, WHICH BLEW THE FRONT HOPPER LOADING LID OFF, THE SPRAY MATERIAL COVERED THE WINDSHIELD MAKING VISIBILITY DIFFICULT.

Brief of Accident (Continued)

File No. - 1891

7/31/87

OSGOOD,MO

A/C Reg. No. N7726V

Time (Lc1) - 1545 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. POWERPLANT - VIBRATION
2. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
3. ENGINE ASSEMBLY,CYLINDER - SEPARATION
4. ENGINE ASSEMBLY,CRANKSHAFT - FAILURE,TOTAL
5. ENGINE ASSEMBLY,CRANKSHAFT - SEPARATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. SPRAY/DUSTING EQUIPMENT - BURST
7. WINDOW,FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY(FOGGY)
8. VISUAL LOOKOUT - REDUCED - PILOT IN COMMAND

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

9. TERRAIN CONDITION - NONE SUITABLE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 2,3,9

Brief of Accident

File No. - 1845 9/21/87 LEBANON, MO A/C Reg. No. N24GE Time (Lcl) - 1615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	ON GROUND	Crew 0	0	1	0
Accident Occurred During -TAXI		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - ELLSWORTH VARIEZE	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - NO -N/A
Landing Gear - UNK/NR	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 90 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	MACOMB, IL	LEBANON
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 75
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 250
SE LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - VARIEZE	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 9
		Last 90 Days- 51

Instrument Rating(s) - NONE

-----Narrative-----

THE PIC WAS BACK-TAXIING DOWN RWY 18 WITH A PLANNED DEPT TO THE NORTH. THE PIC STATED THAT HE APPLIED BRAKES IN ORDER TO MODIFY HIS DIRECTION DURING THE TAXI, BUT THE BRAKE FAILED TO COMPENSATE. THE PIC FURTHER STATED THAT HE APPLIED MORE PWR IN AN ATTEMPT TO CORRECT DIRECTION WHEN THE OPENED CANOPY FELL DOWN. THE PIC GRABBED THE CANOPY IN ORDER TO SECURE IT AND RELEASED CONTROL OF THE THROTTLE. DURING THIS SEQUENCE THE ACFT WAS INCREASING IN SPEED TOWARDS AN EMBANKMENT. THE PIC PULLED BACK ON THE FLT CONTROLS AND THE ACFT BECAME AIRBORNE FOR A SHORT DISTANCE, HOWEVER, HE STATED THAT THE ACFT HAD INSUFFICIENT A/S TO REMAIN AIRBORNE AND IT DESCENDED TO THE GROUND. THE ACFT THEN ROLLED A SHORT DISTANCE, BROKE THROUGH A FENCE, CROSSED A DITCH AND A ROAD, AND FINALLY CROSSED ANOTHER DITCH, COMING TO REST IN AN OPEN FIELD. THE ACFT WAS SUBSEQUENTLY DESTROYED BY FIRE. EXAM OF THE BRAKES DID NOT REVEAL ANY EVIDENCE OF A MALFUNCTION.

Brief of Accident (Continued)

File No. - 1845

9/21/87

LEBANON, MO

A/C Reg. No. N24GE

Time (Lcl) - 1615 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 3. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 4. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 5. ABORT - NOT PERFORMED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1832 9/23/87 WENTZVILLE, MO A/C Reg. No. N6958Q Time (Lcl) - 1450 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model	- BEECH A23A	Eng Make/Model	- CONTINENTAL IO-346-A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 2400	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 165 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WENTZVILLE
Wind Dir/Speed	- 045/015 KTS	ATC/Airspace	Runway Ident
Visibility	- 7.0 SM	Type of Flight Plan	- 36
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Clearance	- 2395/ 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 - 51	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 417	Last 24 Hrs - 2
SE LAND	Months Since - 6	Make/Model - 354	Last 30 Days - UNK/NR
	Aircraft Type - A23A	Instrument - 75	Last 90 Days - 21

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE BECAME AIRBORNE AFTER 1000 FEET. A WITNESS STATED THAT AFTER CLIMBING TO ABT 10 FEET, THE RIGHT WING DROPPED ALMOST TO THE GROUND. THE ACFT THEN PULLED UP SHARPLY TO ALMOST VERTICAL AND STALLED AT ABT 75 FEET ABOVE THE GROUND AND COLLIDED WITH A SOYBEAN FIELD ABT 300 FEET PAST THE END OF THE RWY.

Brief of Accident (Continued)

File No. - 1832

9/23/87

WENTZVILLE,MO

A/C Reg. No. N6958Q

Time (Lc1) - 1450 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 3. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

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

Brief of Accident

File No. - 1814 9/26/87 OSAGE BEACH, MO A/C Reg. No. N5279P Time (Lcl) - 1500 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 1	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-24-250	Eng Make/Model - LYCOMING O-540-A1A5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 250 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - 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	GRAND GLAIZE
Wind Dir/Speed- 220/010 KTS	ATC/Airspace	Runway Ident - 14
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3205/ 60
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT.BROKEN	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 247
SE LAND,ME LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 1
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 53

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PERFORMING AS PIC DURING A BIENNIAL FLT REVIEW, THE CFI REQUESTED THAT THE OWNER PERFORM A SHORT FLD LNDG USING FULL FLAPS IN CROSS WIND CONDITIONS. THE ACFT STRUCK THE TERRAIN 50 FEET SHORT OF THE RWY AND BOUNCED ONTO THE APPROACH END OF IT. THE CFI HAD JUST BEEN ISSUED HIS CFI CERTIFICATE, HAD 1 HR OF FLT TIME IN TYPE, AND 247 TOTAL HOURS.

Brief of Accident (Continued)

File No. - 1814

9/26/87

OSAGE BEACH, MO

A/C Reg. No. N5279P

Time (Lcl) - 1500 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DISTANCE - MISJUDGED - DUAL STUDENT
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
4. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND(CFI)

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4

Brief of Accident

File No. - 1846

9/28/87

OZARK,MO

A/C Reg. No. N7275W

Time (Lcl) - 1915 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE
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
AURORA,MO
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

SKYVIEW
Runway Ident - 18
Runway Lth/Wid - 2100 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 4
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	106
Make/Model-	6
Instrument-	0
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	25

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LDG, THE ACFT TOUCHED DOWN LONG, RAN OFF THE END OF THE AIRSTRIP AND STRUCK A FENCE AND THEN A DITCH. THE RWY WAS 2100 FEET LONG, DOWNSLOPING, AND THE GRASS SURFACE WAS WET.

Brief of Accident (Continued)

File No. - 1846

9/28/87

OZARK,MO

A/C Reg. No. N7275W

Time (Lcl) - 1915 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - GRASS
2. TERRAIN CONDITION - WET
3. TERRAIN CONDITION - DOWNHILL
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

8. OBJECT - FENCE
9. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,6,8

Brief of Accident

File No. - 1844 10/08/87 WARRENSBURG,MO A/C Reg. No. N9967Y Time (Lcl) - 1400 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CHAMPION 7GCB	Eng Make/Model - LYCOMING O-320-A2B	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	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	SKY HAVEN
Wind Dir/Speed- 180/014 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 317
SE LAND	Months Since - 4	Make/Model- 14
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 46

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT INDICATED THAT ON FINAL APP, WHEN OVR THE RWY THRESHOLD, HE LEVELED THE ACFT OFF AT ABT 10 FT AND IT DROPPED IN. SUBSEQUENT INSPECTION REVEALED THAT ALL FOUR WING SPARS HAD LONGITUDINAL CRACKS. THE PLT HAD RECENTLY PURCHASED THE ACFT AND HAD ABT 14 HOURS FLYING TIME IN IT.

Brief of Accident (Continued)

File No. - 1844

10/08/87

WARRENSBURG, MO

A/C Reg. No. N9967Y

Time (Lci) - 1400 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LEVEL OFF - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - 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. - 1809 10/09/87 CREVE COEUR,MO A/C Reg. No. N1754M Time (Lcl) - 1715 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- BOEING A-75	Eng Make/Model	- LYCOMING A-680-8	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- UNK/NR	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 225 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- 330/008 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 8000 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - STOP AND GO</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">CREVE COEUR</p> <p style="padding-left: 20px;">Runway Ident - 07</p> <p style="padding-left: 20px;">Runway Lth/Wid - 3000/ 150</p> <p style="padding-left: 20px;">Runway Surface - GRASS/TURF</p> <p style="padding-left: 20px;">Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">COMMERCIAL</p> <p style="padding-left: 20px;">SE LAND,ME LAND</p>	<p>Age - 33</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 15</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1645</td> <td>Last 24 Hrs - 1</td> </tr> <tr> <td>Make/Model- 20</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- 0</td> </tr> </table>	Total - 1645	Last 24 Hrs - 1	Make/Model- 20	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- 0
Total - 1645	Last 24 Hrs - 1							
Make/Model- 20	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- 0							

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING STOP AND GO LDGS, PLT LOST CONTROL DURING ROLLOUT. ACFT SWERVED AND ENTERED AN INADVERTENT GROUND LOOP. THE RIGHT MAIN LANDING GEAR FAILED AND THE RIGHT LOWER WING CONTACTED THE GROUND.

Brief of Accident (Continued)

File No. - 1809

10/09/87

CREVE COEUR, MO

A/C Reg. No. N1754M

Time (Lc1) - 1715 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 1889 10/17/87 WARRENSBURG, MO A/C Reg. No. N2969X Time (Lcl) - 1330 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 177	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 - 2350	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	LEXINGTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	SKYHAVEN
Wind Dir/Speed- 220/007 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4200/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 118
SE LAND	Months Since - 2	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 4
		Instrument- 3
		Last 30 Days- UNK/NR
		Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

PIC STATED SHE HAD MISJUDGED LDG, RESULTING IN AN UNCONTROLLED PORPOISE, DAMAGING NOSE WHEEL AND STABILATOR. SHE ABORTED LDG ATTEMPT AND RETURNED TO DEPARTURE AIRPORT. CONSIDERABLE DIFFICULTY CONTROLLING THE ACFT WAS ENCOUNTERED, BUT WITH OUTSIDE RADIO ASSISTANCE, SHE WAS ABLE TO LAND WITHOUT FURTHER DAMAGE.

Brief of Accident (Continued)

File No. - 1889

10/17/87

WARRENSBURG, MO

A/C Reg. No. N2969X

Time (Lcl) - 1330 CDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. FLARE - MISJUDGED - PILOT IN COMMAND
2. PORPOISE - ENCOUNTERED - PILOT IN COMMAND
3. RECOVERY FROM BOUNCED LANDING - NOT ATTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1840 10/18/87 BRANSON,MO A/C Reg. No. N499GT Time (Lcl) - 1645 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	2

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - GRUMMAN-AMERICAN AA5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2480
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CABOOL,MO
Destination
POINT LOOKOUT,MO

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

POINT LOOKOUT
Runway Ident - 11
Runway Lth/Wid - 3600/ 100
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 47
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 158
Make/Model- 89
Instrument- 2
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LNDG ON A 3600 FT STRIP, THE ACFT TOUCHED DOWN LONG. THE ACFT RAN OFF THE DEPARTURE END OF THE RWY AND COLLIDED WITH THE TERRAIN CAUSING SUBSTANTIAL DAMAGE TO THE ACFT. WITNESSES SAID THEY COULD NOT FIND ANY SKID MARKS ALONG THE PATH TAKEN BY THE ACFT. A SUBSEQUENT CHECK OF THE ACFT BRAKES INDICATED THAT THEY WERE FUNCTIONAL.

Brief of Accident (Continued)

File No. - 1840

10/18/87

BRANSON, MO

A/C Reg. No. N499GT

Time (Lcl) - 1645 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. DISTANCE - MISJUDGED - PILOT IN COMMAND
 2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR - OVERLOAD
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1902 12/21/87 ST. LOUIS, MO A/C Reg. No. N502WM Time (Lcl) - 1405 CST

-----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 -TAKEOFF			0	0	0	0

-----Aircraft Information-----

Make/Model - SONERAI 2L	Eng Make/Model - VOLKSWAGON H.A.P.I 60-2	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 60 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - ACFT RADIO	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	LOCAL	SPIRIT OF ST. LOUIS
Wind Dir/Speed- 180/006 KTS	ATC/Airspace	Runway Ident - 26R
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3800/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	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 - 619
SE LAND	Months Since - 9	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING TAKE OFFS AND LDGS, PIC LOST DIRECTIONAL CONTROL DURING ROLLOUT. HE ADDED POWER AND STRUCK A SNOWBANK JUST AFTER BECOMING AIRBORNE DURING RUNNING TAKEOFF.

Brief of Accident (Continued)

File No. - 1902

12/21/87

ST. LOUIS, MO

A/C Reg. No. N502WM

Time (Lcl) - 1405 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
1. RUNNING TAKEOFF - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. TERRAIN CONDITION - SNOWBANK
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 1901 12/26/87 CHILLICOTHE, MO A/C Reg. No. N71288 Time (Lcl) - 1518 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - LUSCOMBE 8-A	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	TRENTON, MO	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	CHILLICOTHE
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - 14
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 3900/ 75
Lowest Sky/Clouds - UNK/NR SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 52	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6000
SE LAND, ME LAND	Months Since - 7	Make/Model- 400
	Aircraft Type - 8A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 75
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A LDG ATTEMPT, ACFT TOUCHED DOWN AND SWERVED ABRUPTLY. LOSS OF CONTROL WAS EXPERIENCED BY PIC, AND ACFT MADE A 180 DEGREE TURN ON THE RUNWAY. PIC STATED THE BRAKES MAY HAVE BEEN FROZEN, AS HE HAD TAXIED THRU STANDING WATER DURING DEPARTURE.

Brief of Accident (Continued)

File No. - 1901

12/26/87

CHILLICOTHE, MO

A/C Reg. No. N71288

Time (Lc1) - 1518 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - FROZEN
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
 4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1862 10/06/87 UNION CHURCH, MS A/C Reg. No. N4029R Time (Lcl) - 0730 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	0	0	1	0
Accident Occurred During -LANDING		0	0	0	0

-----Aircraft Information-----

Make/Model - HILLER UH-12E	Eng Make/Model - LYCOMING VO-540-C2A	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 3	Rated Power - 305 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	HIGH VEGETATION
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAWN		

-----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 - 7100
SE LAND	Months Since - 2	Make/Model- 1510
HELICOPTER	Aircraft Type - BH-47	Instrument- 41
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - 4960

Instrument Rating(s) - NONE

-----Narrative-----

AT AN ALTITUDE OF APRX 75 FEET DURING AN AGRICULTURAL TURN, THE PLT REPORTED THAT THE ENGINE LOST POWER. WHILE EXECUTING A FORCED LANDING, THE ROTOR BLADES CONTACTED TREES, AFTER WHICH, DURING THE DESCENT, THE RIGHT SKID COLLIDED WITH A STUMP & THE HELICOPTER ROLLED OVER. AN ENGINE TEST RUN WAS PERFORMED AND NO EVIDENCE WAS FOUND WHICH WOULD PRECLUDE NORMAL ENGINE OPERATION. THE NTSB WAS NOTIFIED OF THE ACCIDENT 20 DAYS AFTERWARD, AND, AS A RESULT, NO DETERMINATION COULD BE MADE AS TO THE QUANTITY OR TYPE OF FUEL IN THE ACFT AT THE TIME OF THE OCCURRENCE.

Brief of Accident (Continued)

File No. - 1862

10/06/87

UNION CHURCH,MS

A/C Reg. No. N4029R

Time (Lcl) - 0730 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

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 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 1914 10/22/87 MADISON, MS A/C Reg. No. N56583 Time (Lcl) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	2

-----Aircraft Information-----

Make/Model	- MAULE M-5-180C	Eng Make/Model	- LYCOMING O-360-C1F	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2300	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 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- 130/006 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point VICKSBURG, MS</p> <p>Destination SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>BRUCE CAMPBELL</p> <p>Runway Ident - 17</p> <p>Runway Lth/Wid - 4440/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 552
SE LAND	Months Since - 2	Make/Model- 459
	Aircraft Type - M-5	Instrument- 9
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 66

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT DURING THE LANDING ROLL THE ACFT BEGAN TO VEER OFF TOWARDS THE LEFT SIDE OF THE RWY. FULL RT RUDDER WOULD NOT CORRECT THIS. THE ACFT THEN LEFT THE RWY, GROUND LOOPED, & AS A RESULT THE RT MAIN GEAR COLLAPSED & THE TAILWHEEL SEPARATED FROM IT. POST ACCIDENT INSPECTION OF THE BRAKE SYSTEM & RUDDER ASSEMBLY REVEALED NO EVIDENCE OF PRE-ACCIDENT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1914

10/22/87

MADISON,MS

A/C Reg. No. N56583

Time (Lcl) - 1345 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND

Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED

Phase of Operation LANDING - ROLL

Finding(s)

2. LANDING GEAR,MAIN GEAR - OVERLOAD
 3. LANDING GEAR,MAIN GEAR - FAILURE,TOTAL
 4. LANDING GEAR,TAILWHEEL ASSEMBLY - SEPARATION
-

----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. - 1911 12/06/87 GREAT FALLS, MT A/C Reg. No. N8035G Time (Lcl) - 1530 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -STANDING

Aircraft Damage
MINOR
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	1	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 177RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2800
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/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- 210/019 KTS
Visibility - 60.0 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
FARGO, ND

Airport Proximity
ON AIRPORT

Airport Data

Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND
GLIDER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - C-177RG

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 854
Make/Model- 299
Instrument- 204
Last 24 Hrs - 4
Last 30 Days- UNK/NR
Last 90 Days- 90

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT WAS PREPARING FOR DEPARTURE ON AN IFR FLIGHT PLAN. AFTER FINDING THAT THE STARTER WOULD NOT OPERATE PROPERLY, THE PLT TRIED TO MANUALLY REPOSITON THE PROPELLER. THE IGNITION WAS STILL ON AND THE ENGINE FIRED. THE PROPELLER STRUCK THE PLT'S RIGHT LEG.

Brief of Accident (Continued)

File No. - 1911

12/06/87

GREAT FALLS, MT

A/C Reg. No. N8035G

Time (Lcl) - 1530 MST

Occurrence #1 PROPELLER/ROTOR CONTACT TO PERSON
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. IGNITION SYSTEM, IGNITION SWITCH - ENGAGED
3. STARTING PROCEDURE - IMPROPER - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1859 9/15/87 CONCORD, NC A/C Reg. No. N2280J Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	DESTROYED		Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	1	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	1	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL O-200A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MATTHEWS, NC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 120/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - WET
Obstructions to Vision- HAZE		SOFT
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 68
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 67
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON CLIMBOUT, THE STU PLT SWITCHED RADIOS TO THE DEST UNICOM FREQ. UNABLE TO CONTACT ANYONE ON THAT FREQ, THE DEPARTURE ARPT FREQ WAS RESELECTED. NO CONTACT WAS ESTABLISHED ON THIS FREQ SO THE STU PLT ATTEMPTED TO RTRN TO THE ARPT. THE HAZE WAS VERY THICK AND THE DEPARTURE ARPT WAS OVERFLOWN. AFTER ABOUT 30 MIN IT BECAME APPARENT THAT THE STU PLT WAS DISORIENTED. FOLLOWING PREVIOUS INSTRUCTIONS TO LAND PRIOR TO RUNNING OUT OF FUEL OR FLYING INTO NIGHT CONDITIONS, THE STU PLT STARTED LOOKING FOR A SUITABLE FIELD TO ACCOMPLISH THE OFF ARPT LANDING. REPORTEDLY THE ENG BEGAN TO RUN ROUGH DURING THIS SEARCH. AN APPROACH WITH AVAILABLE POWER WAS MADE TO A SOFT FIELD. UPON APPLICATION OF BRAKES, THE ACFT NOSED OVER. EXAMINATION OF THE ACFT REVEALED A VOICE ACTIVATED HEADSET AND AN UNLABELED SWITCH WHICH CONTROLLED COMMUNICATION OUTSIDE THE ACFT. THE NAVIGATION RADIO WAS NOT SET TO EITHER OF THE THREE VOR'S WITHIN RANGE. A WRITE-UP EARLIER IN THE DAY FOR THE ACFT STATED THAT THE COM RADIO WOULD NOT TRANSMIT.

Brief of Accident (Continued)

File No. - 1859

9/15/87

CONCORD, NC

A/C Reg. No. N2280J

Time (Lcl) - 1930 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. WEATHER CONDITION - HAZE/SMOKE
 2. PREFLIGHT PLANNING/PREPARATION - POOR - FLIGHT INSTRUCTOR(ON GROUND)
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 4. RADIO COMMUNICATIONS - NOT POSSIBLE -
 5. NAVIGATION RECEIVER - NOT USED - PILOT IN COMMAND
 6. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

7. TERRAIN CONDITION - SOFT
 8. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 9. LIGHT CONDITION - DUSK
 10. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,6,10

Factor(s) relating to this accident is/are finding(s) 1,3,4,7,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1886 9/24/87 WINSTON SALEM, NC A/C Reg. No. N2599J Time (Lcl) - 0656 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	Crew 0	1	0	0
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 150E	Eng Make/Model	- CONTINENTAL O-200-A	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 1600	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 100 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 310/003 KTS</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination WINCHESTER, VA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data</p> <p>SMITH REYNOLDS</p> <p>Runway Ident - 21</p> <p>Runway Lth/Wid - 3938/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>STUDENT</p>	<p>Age - 53</p> <p>Biennial Flight Review</p> <p>Current - N/A</p> <p>Months Since - N/A</p> <p>Aircraft Type - N/A</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 128</p> <p>Make/Model- 60</p> <p>Instrument- 0</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) - NONE

-----Narrative-----

THE STU PLT DISCUSSED A CROSS COUNTRY FLT WITH HIS CFI, BUT DID NOT GET A SIGN OFF NOR GIVE A DATE FOR THE FLT. HE THEN RENTED AN ACFT AND DEPARTED ON THE FLT. DURING THE FLT, THE COM RADIO'S BECAME INOP. THE OPERATOR AND THE CFI WERE CALLED FROM AN ENROUTE LNDG POINT AND MADE AWARE OF THE PROBLEM. AFTER DISCUSSING THE SITUATION AND A PROPOSED ROUTE FOR THE RETURN FLT, THE CFI GAVE VERBAL APPROVAL. THE PLT ARRIVED AT THE ARPT EARLY IN THE MORNING SO THAT HE COULD TKOF PRIOR TO THE TWR OPENING. HE DPTD ON RWY 21, TURNED LEFT, AND OVERFLEW RWY 15 TO THE END WHERE HE TURNED LEFT AGAIN. A WITNESS STD THAT THE ACFT DID NOT SOUND RIGHT FM THE START OF THE TKOF. A TURN BACK TO THE ARPT WAS MADE. A 737 ON FINAL APP TO RWY 33 WAS OBSERVED. THE PLT ATTEMPTED A 360 DEGREE TURN BUT RAN OUT OF ALT AND IMPACTED SOME TREES AT THE ARPT BOUNDRY. THE CREW OF THE 737 WERE ADVISED OF TRAFFIC IN THE AREA AND OBSERVED A SMALL ACFT TURN AWAY FROM THE ARPT. EXAM OF THE ENG REVEALED A STUCK EXHAUST VALVE IN THE NO. 2 CYL AND A CRACK IN THE HEAD OF NO. 3 CYL.

Brief of Accident (Continued)

File No. - 1886

9/24/87

WINSTON SALEM, NC

A/C Reg. No. N2599J

Time (Lcl) - 0656 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - BINDING (MECHANICAL)
2. ENGINE ASSEMBLY, CYLINDER - CRACKED
3. COMM/NAV EQUIPMENT - INOPERATIVE
4. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
5. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. CONTROL TOWER - NOT OPERATING
7. IDENTIFICATION OF AIRCRAFT VISUALLY - MISJUDGED - PILOT IN COMMAND
8. ABORTED LANDING - INTENTIONAL - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

9. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

10. TERRAIN CONDITION - GROUND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4,9

Brief of Accident

File No. - 1969

9/30/87

MANTEO, NC

A/C Reg. No. N6343X

Time (Lc1) - 1045 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 -DESCENT

Fire

Crew

1

0

0

0

ON GROUND

Pass

4

0

0

0

-----Aircraft Information-----

Make/Model - BEECH 95-B55

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 5100

No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-L

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 260 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed - 220/013 KTS

Visibility - 8.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 5000 FT BROKEN

Obstructions to Vision - NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MANTEO, NC

Destination

RALEIGH, NC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - WATER

Runway Status - WATER-CALM

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND, ME LAND

Age - 32

Biennial Flight Review

Current - YES

Months Since - 1

Aircraft Type - PA-31T

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2310

Make/Model - UNK/NR

Instrument - 368

Multi-Eng - 637

Last 24 Hrs - UNK/NR

Last 30 Days - 8

Last 90 Days - 196

Rotorcraft - 0

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESS OBSERVED ACFT SETTLE INTO OCEAN DURING LOW LEVEL CRUISE FLT ADJACENT TO BEACH. WX WAS OVRCAST, INDISTINCT HORIZON & CALM SEA. IFR FLT PLAN HAD BEEN FILED BUT NO CONTACT WAS MADE WITH ATC. ENGINES AND PROPELLER EXAMINATION DID NOT REVEAL A MECHANICAL FAILURE. DAMAGE TO PROP BLADES INDICATED CRUISE OPERATING RANGE AT IMPACT. WATER AND SALT CORROSION DAMAGE PREVENTED DETAILED ACFT SYSTEM EXAMS.

Brief of Accident (Continued)

File No. - 1969

9/30/87

MANTEO, NC

A/C Reg. No. N6343X

Time (Lcl) - 1045 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. TERRAIN CONDITION - WATER, GLASSY
 2. INATTENTIVE - PILOT IN COMMAND
 3. DESCENT - NOT CORRECTED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1838 10/17/87 MURFREESBORO,NC A/C Reg. No. N757AD Time (Lcl) - 1830 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	0

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/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- LIGHT AND VARIABLE
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SOUTH BOSTON,VA
Destination
AHOSKIE,NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - PRECAUTIONARY LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 37
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 - 39
Last 24 Hrs - 3
Make/Model- 39
Instrument- 0
Last 30 Days- UNK/NR
Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME LOST ON THE RETURN LEG OF HIS 1ST SOLO CROSS-COUNTRY FLT. HE ELECTED TO MAKE A PRECAUTIONARY LDG IN A PLOWED FIELD AFTER OBSERVING THE ACFT FUEL GAUGES INDICATING NEAR EMPTY. THE ACFT NOSEWHEEL SANK INTO SOFT DIRT DURING ROLLOUT AND THE ACFT NOSED OVER. TOTAL ELAPSED FLT TIME SINCE BEGINNING THE FLT WITH FULL FUEL TANKS WAS REPORTEDLY 2.6 HRS. THE CESSNA 152 POH INDICATES THAT THE ACFT SHOULD HAVE HAD AN EXPECTED ENDURANCE IN EXCESS OF 3 HRS UNDER EXISTING CONDITIONS. THE ACCIDENT SITE WAS LOCATED APPROX 10 MILES FROM THE DESTINATION ARPT.

Brief of Accident (Continued)

File No. - 1838

10/17/87

MURFREESBORO, NC

A/C Reg. No. N757AD

Time (Lcl) - 1830 EDT

Occurrence #1 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

1. BECAME LOST/DISORIENTED
 2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 3. FLUID, FUEL - LOW LEVEL
 4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
 5. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 6. TERRAIN CONDITION - SOFT
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1908 11/19/87 GRAND FORKS,ND A/C Reg. No. N11079 Time (Lcl) - 1015 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- HUGHES 269C	Eng Make/Model	- LYCOMING HIO-360-D1A	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1670	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 3	Rated Power	- 190 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 310/009 KTS	ATC/Airspace	Runway Ident
Visibility	- 20.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- 1800 FT SCATTERED	Type of Clearance	- N/A
Lowest Ceiling	- 3200 FT BROKEN	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current - YES	Total - 937	Last 24 Hrs - 1
SE LAND	Months Since - 1	Make/Model- 71	Last 30 Days- UNK/NR
HELICOPTER	Aircraft Type - H-269C	Instrument- 67	Last 90 Days- 30
			Rotorcraft - 886

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CFI WAS INSTRUCTING THE PVT RATED DUAL STUDENT IN SIMULATED FORCED LANDINGS. DURING THE POWER RECOVERY FOLLOWING A PRACTICE AUTOROTATION, THE ENGINE FAILED TO REGAIN RPM AT FULL THROTTLE. DURING THE FORCED LANDING, THE HELICOPTER NOSED OVER AT TOUCHDOWN AND THE MAIN ROTOR STRUCK THE TERRAIN. A POST ACCIDENT ENGINE RUN PRODUCED FULL RATED POWER UNDER TEST CELL CONDITIONS. THE ENGINE INSPECTION DID NOT REVEAL EVIDENCE TO EXPLAIN THE REPORTED FAILURE OF THE ENGINE TO RESPOND.

Brief of Accident (Continued)

File No. - 1908

11/19/87

GRAND FORKS, ND

A/C Reg. No. N11079

Time (Lcl) - 1015 CST

Occurrence #1 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

1. AUTOROTATION - ATTEMPTED - DUAL STUDENT
2. THROTTLE/POWER CONTROL - INADEQUATE - DUAL STUDENT
3. ADEQUATE ROTOR RPM - NOT MAINTAINED - DUAL STUDENT
4. ROTOR RPM - NOT CORRECTED - PILOT IN COMMAND(CFI)
5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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) 2,3,4,5

Brief of Accident

File No. - 1820 7/31/87 COLUMBUS,NE A/C Reg. No. N7532Z Time (Lcl) - 0710 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -POSITIONING	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING	Crew	0	0	0	0
	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-25-235	Eng Make/Model - LYCOMING O-540-B2B5	ELT Installed/Activated - NO	N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO	
Max Gross Wt - 2900	Engine Type - RECIPROCATING-CARBURETOR		
No. of Seats - 1	Rated Power - 235 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BATTLECREEK,NE	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UTICA,NE	Runway Ident - N/A
Wind Dir/Speed- 135/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	ROUGH
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 - 9000
SE LAND	Months Since - 10	Make/Model- 3500
	Aircraft Type - UNK/NR	Instrument- 455
		Multi-Eng - 2520
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 105
		Rotorcraft - 320

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIC WAS POSITIONING HIS AG ACFT FOR A SPRAY JOB WHEN HE THOUGHT HE HAD A PBLM WITH THE ENG. A PRECAUTIONARY LNDG WAS DECIDED ON, BUT THE LNDG RESULTED IN SUBSTANTIAL DMGE TO THE ACFT. A SPRAY PUMP, POSND BENEATH THE ENG COWLING WHICH ROTATES BY MEANS OF A WOODEN PROPELLER HAD FAILED GIVING THE PIC THE IMPRESSION THAT HE HAD SUSTAINED A PARTIAL ENG FAILURE. DESPITE THE VIBRATION, THE ACFT WAS CAPABLE OF FLYING TO THE PROPOSED DESTINATION.

Brief of Accident (Continued)

File No. - 1820

7/31/87

COLUMBUS, NE

A/C Reg. No. N7532Z

Time (Lc1) - 0710 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION

Phase of Operation CRUISE - NORMAL

1. AERIAL APPLICATION EQUIPMENT - FAILURE, TOTAL

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation LANDING

Finding(s)

2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
4. PRECAUTIONARY LANDING - ATTEMPTED - PILOT IN COMMAND
5. TERRAIN CONDITION - OPEN FIELD
6. TERRAIN CONDITION - HIGH VEGETATION

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1988 9/19/87 CREIGHTON, NE A/C Reg. No. N2061V Time (Lc1) - 2040 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 120	Eng Make/Model	- CONTINENTAL C-85	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- UNK/NR
Max Gross Wt	- 1450	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 85 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 300/015 KTS</p> <p>Visibility - 20.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point HARVARD, NE</p> <p>Destination WAUSA, NE</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FULL STOP</p>	<p>Airport Proximity ON AIRPORT</p> <p>Airport Data CREIGHTON MUNI</p> <p>Runway Ident - UNK/NR</p> <p>Runway Lth/Wid - UNK/NR</p> <p>Runway Surface - GRASS/TURF</p> <p>Runway Status - WET ROUGH</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 - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 8</p> <p>Aircraft Type - PA-28</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 693</p> <p>Make/Model- 455</p> <p>Instrument- 28</p> <p>Last 24 Hrs - 2</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 16</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE FLT DPTD HARVARD, NE., WITH A DEST OF WAUSA, NE ABT 1 HRS FLYING DIST TO THE NORTHEAST. THE DEPARTURE COMMENCED ABT 1 HR AND 40 MIN'S PRIOR TO DARK. THE PIC STATED HE ENCOUNTERED STRONG HEADWINDS ALONG THE ROUTE WHICH DELAYED HIS PROGRESS. THE ACFT ARRIVED AT WAUSA AFTER DARK. THE PIC RPTD NO RWY LTNG AVAILABLE. THE PIC THEN CHANGED HIS COURSE TO LAND AT BLOOMFIELD, NE. THE PIC STATED NO LTNG WAS AVAILABLE THERE EITHER. THE FLT WAS CONTINUED TO CREIGHTON, NE. AGAIN THE PIC RPTD NO LNDG LTGS AVAILABLE, BUT DUE TO A LOW FUEL STATE, THE PIC DECIDED TO LAND. THE PIC STATED THAT DURING THE LNDG ROLL IN THE DARK, THE ACFT ENCOUNTERED SOFT TERRAIN AND FLIPPED INVERTED. THE ACFT WAS NOT EQUIPPED WITH A LNDG LIGHT, NOR A RADIO. EACH ARPT WHERE A LNDG WAS ATTEMPTED, WERE EQUIPPED WITH RADIO XMSN ACTIVATED RWY LGTS. AN OPERABLE TRANSCEIVER IS MANDATORY TO ACTIVATE RWY LGTS.

Brief of Accident (Continued)

File No. - 1988

9/19/87

CREIGHTON,NE

A/C Reg. No. N2061V

Time (Lcl) - 2040 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. COMM/NAV EQUIPMENT, TRANSCEIVER - NOT INSTALLED
3. RADIO COMMUNICATIONS - NOT POSSIBLE -
4. LANDING LIGHT - NOT INSTALLED
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - GROUND
7. TERRAIN CONDITION - SOFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5

Factor(s) relating to this accident is/are finding(s) 1,2,4,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1946 6/28/87 CAPE MAY, NJ A/C Reg. No. N42138 Time (Lcl) - 1319 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-BANNER TOW	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	0	0	1
Accident Occurred During	-DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER J3C-65	Eng Make/Model	- LYCOMING O-235-C1	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1220	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 2	Rated Power	- 115 HP		

-----Environment/Operations Information-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - UNK/NR</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point SAME AS ACC/INC</p> <p>Destination LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - 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 - GRASS/TURF</p> <p>Runway Status - WET SOFT</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 70	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2609
SE LAND	Months Since - 2	Make/Model- 2109
GLIDER	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE PIPER J3C-65 MADE AN UNSUCCESSFUL ATTEMPT AT A BANNER PICKUP AND WAS MANEUVERING AT 400 FT IN A CLIMBING LEFT TURN FOR ANOTHER PICKUP WHEN A POWER LOSS OCCURRED. THE PILOT MADE A FORCED LANDING IN A MARSH. THE PILOT REPORTED THE FUEL QUANTITY GAUGE WAS INOPERATIVE AND CAUSED HIM TO EXHAUST HIS FUEL.

Brief of Accident (Continued)

File No. - 1946

6/28/87

CAPE MAY, NJ

A/C Reg. No. N42138

Time (Lcl) - 1319 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation MANEUVERING

Finding(s)

1. ENGINE INSTRUMENTS, FUEL QUANTITY GAGE - INOPERATIVE
 2. FLUID, FUEL - EXHAUSTION
 3. FUEL CONSUMPTION CALCULATIONS - INACCURATE - 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)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
 5. TERRAIN CONDITION - WET
-

----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. - 1912 12/22/87 ANGEL FIRE,NM A/C Reg. No. N27LH Time (Lcl) - 1720 MST

-----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	5
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - BEECH A36	Eng Make/Model - CONTINENTAL IO-520-BA	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 - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CHATTANOOGA,OK	ANGEL FIRE
Wind Dir/Speed- 270/025 KTS	ATC/Airspace	Runway Ident - 35
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6700/ 60
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 - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 48	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2507
SE LAND	Months Since - 17	Make/Model- 1667
	Aircraft Type - B-36	Instrument- 664
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 26
		Rotorcraft - 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PRIVATE PLT AND FIVE PAX WERE RETURNING HOME FROM A SKIING TRIP. DURING TAKEOFF THE ACFT ENCOUNTERED A LEFT CROSSWIND FROM 270 DEGREES, AT AN ESTIMATED 40 KNOTS. THE PLT LIFTED OFF EARLY, THEN THE WIND PULLED. THE ACFT STALLED AND IMPACTED RIGHT OF THE RUNWAY, DAMAGING THE MAIN GEAR AND WINGS. THE ACFT CAME TO REST NOSE DOWN BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 1912

12/22/87

ANGEL FIRE,NM

A/C Reg. No. N27LH

Time (Lc1) - 1720 MST

Occurrence #1 ON GROUND ENCOUNTER WITH WEATHER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

4. LIFT-OFF - PREMATURE - PILOT IN COMMAND
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
6. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,6

Factor(s) relating to this accident is/are finding(s) 1,3,7

Brief of Accident

File No. - 1917 12/30/87 DONA ANA,NM A/C Reg. No. N40364 Time (Lcl) - 0945 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -STANDING		Other	0	0	1
					None
					1
					2
					0

-----Aircraft Information-----

Make/Model - RAVEN RALLY RX7	Eng Make/Model - N/A	ELT Installed/Activated - NO	N/A
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - NO	
Max Gross Wt - 1430	Engine Type - N/A		
No. of Seats - UNK/NR	Rated Power - N/A		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OLD MESSILLA,NM	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 266
	Months Since - 15	Make/Model- 135
FREE BALLOON	Aircraft Type - RX7	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 27

Instrument Rating(s) - NONE

-----Narrative-----

THE COMMERICAL PLT WAS CONDUCTING A SIGHTSEEING FLIGHT IN HIS BALLOON. AFTER A ONE AND ONE HALF HOUR FLIGHT, HE LANDED BESIDE A PAVED ROAD. THE ENVELOPE COLLAPSED OVER A POWER LINE. THE GROUND CREWMAN SOMEHOW CONTACTED THE BALLOON AND WAS ELECTRICALLY SHOCKED. HE WAS AIR LIFTED TO A HOSPITAL FOR OBSERVATION AND WAS FOUND TO HAVE MINOR INJURIES. THE BALLOON WAS SUBSTANTIALLY DAMAGED. NO OTHER INJURIES WERE SUSTAINED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 1917

12/30/87

DONA ANA,NM

A/C Reg. No. N40364

Time (Lcl) - 0945 MST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. BALLOON EQUIPMENT,ENVELOPE - COLLAPSED
4. SUPERVISION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1874 7/17/87 CRYSTAL BAY,NV A/C Reg. No. N1870S Time (Lcl) - 1930 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	3	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH B200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 12500
No. of Seats - 11

Eng Make/Model - P&W PT6A-42
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 850 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 160/008 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 3200 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HAYWARD,CA
Destination
S. LAKE TAHOE,CA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - LDA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

SOUTH LAKE TAHOE
Runway Ident - 18
Runway Lth/Wid - 8544/ 150
Runway Surface - ASPHALT
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 54
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - B200

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3995	Last 24 Hrs	- UNK/NR
Make/Model-	381	Last 30 Days-	UNK/NR
Instrument-	950	Last 90 Days-	15
Multi-Eng -	3085	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON AN INSTRUMENT FLIGHT PLAN IN IMC, THE FLIGHT WAS CLEARED FOR AN INSTRUMENT APPROACH TO THE SOUTH LAKE TAHOE AIRPORT, THE INTENDED DESTINATION. THE AIRCRAFT DEPARTED THE INITIAL APPROACH FIX ON THE PUBLISHED TRANSITION TO THE FINAL APPROACH COURSE. RADAR CONTACT WAS LOST AT 11,400 FEET. AFTERWARD, THE ACFT WAS OBSERVED DESCENDING OUT OF CLOUDS AND MANUEVERING ERRATICALLY IN VMC UNTIL IT IMPACTED TERRAIN WITH NO APPARENT ATTEMPT TO RECOVER. MEDICAL RECORDS REVEALED PILOT HAD A HISTORY OF HYPERTENSION, HYPERLIPIDEMIA, AND RECENT LOSS OF 41 POUNDS ON A RIGID WEIGHT LOSS PROGRAM. THE AUTOPSY REVEALED SEVERE ARTERIOSCLOROSIS. MEDICAL RECORDS INDICATED THE PILOT HAD BEEN TAKING DIAZIDE INTERMITTENTLY FOR SEVERAL YEARS. POST-ACCIDENT TOX RESULTS WERE NEGATIVE. THE CIRCUMSTANCES OF THE ACCIDENT, IN COMBINATION WITH THE PILOT'S SEVERE DIET, MEDICAL HISTORY, AND POSTMORTEM EXAMINATION RESULTS SUPPORT THE CONCLUSION THAT THE PILOT BECAME INCAPACITATED IN FLIGHT.

Brief of Accident (Continued)

File No. - 1874

7/17/87

CRYSTAL BAY, NV

A/C Reg. No. N1870S

Time (Lcl) - 1930 PDT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - IAF TO FAF/OUTER MARKER (IFR)

Finding(s)

1. INCAPACITATION(OTHER CARDIOVASCULAR) - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1

Brief of Accident

File No. - 1994 10/14/87 WINNEMUCCA,NV A/C Reg. No. N9040M Time (Lcl) - 1530 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1	
Accident Occurred During -TAKEOFF	Crew Pass	0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 206	Eng Make/Model - CONTINENTAL IO-520L	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	WINNEMUCCA MUNICIPAL
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 400
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 40
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT NOSE GEAR COLLAPSED DURING TAKEOFF AND THE ACFT NOSED OVER. THE PLT STATED TO INSPECTORS THAT RECENT MAINTENANCE HAD BEEN PERFORMED ON THE NOSE GEAR. SHORTLY AFTER THE ACCIDENT THE ACFT WAS LOCKED IN A HANGAR. THE PLT HAS FAILED TO FILE AN ACCIDENT REPORT AND INSPECTORS HAVE BEEN UNABLE TO CONTACT THE OWNER OF THE ACFT TO GET MORE INFORMATION OR TO FURTHER INSPECT THE ACFT.

Brief of Accident (Continued)

File No. - 1994

10/14/87

WINNEMUCCA,NV

A/C Reg. No. N9040M

Time (Lcl) - 1530 PDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. UNDETERMINED

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Brief of Accident

File No. - 1928 11/11/87 WINNEMUCCA,NV A/C Reg. No. N400TT Time (Lcl) - 1545 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -DESCENT			0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-24-400	Eng Make/Model - LYCOMING IO-720-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 400 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SANTA ROSA,CA	
Method - N/A	Destination SAME AS ACC/INC	Airport Data
Completeness - N/A		BATTLE CREEK RANCH
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- CALM	Type of Flight Plan - NONE	Runway Lth/Wid - 2700 -UNK/NR
Visibility - 50.0 SM	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 67	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 3902
SE LAND,SE SEA	Months Since - 24	Make/Model- 2200
	Aircraft Type - UNK/NR	Instrument- 24
		Multi-Eng - 10
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ATTEMPTING TO LAND CLOSE TO THE APPROACH END OF THE RWY. HE MADE THE APPROACH WITH FULL FLAPS AT 85 MPH THE RATE OF DESCENT BECAME EXCESSIVE AND BEFORE RECOVERY WAS AFFECTED THE ACFT COLLIDED WITH A FENCE NEAR THE RWY THRESHOLD. THE ACC SITE WAS 4400 FT MSL WITH A DENSITY ALT OF 5500 FT. THE PLT STATED THAT HE SHOULD NOT HAVE "DRAGGED" THE HEAVILY LOADED ACFT UNDER THE EXISTING CONDITIONS.

Brief of Accident (Continued)

File No. - 1928

11/11/87

WINNEMUCCA,NV

A/C Reg. No. N400TT

Time (Lcl) - 1545 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - FENCE POST
 2. ALTITUDE - MISJUDGED - PILOT IN COMMAND
 3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 4. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 1932 12/28/87 LAS VEGAS,NV A/C Reg. No. N8819T Time (Lcl) - 1706 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

Crew

Pass

Fatal

1

0

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 182C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-L

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 20000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. GEORGE,UT

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRPORT

Airport Data

MCCARRAN INT'L

Runway Ident - 19R

Runway Lth/Wid - 5000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

FULL STOP

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND,ME LAND

Age - 65

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1320

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 AIRCRAFT BOUNCED ON LANDING TOUCHDOWN, SWERVED OFF THE SIDE OF THE RUNWAY AND IMPACTED A CONCRETE CULVERT IN A DRAINAGE DITCH. WITNESSES OBSERVED THE ACFT BOUNCE AND STATED THAT NO APPLICATION OF POWER FOR RECOVERY WAS HEARD NOR ANY APPARENT ATTEMPT TO GO-AROUND. DURING A 2ND TOUCHDOWN THE ACFT SWERVED HARD TO THE RIGHT BEFORE GOING THRU A DITCH INTO THE CULVERT.

Brief of Accident (Continued)

File No. - 1932

12/28/87

LAS VEGAS,NV

A/C Reg. No. N8819T

Time (Lcl) - 1706 PST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
1. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)
2. RECOVERY FROM BOUNCED LANDING - INADEQUATE - PILOT IN COMMAND
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)
4. TERRAIN CONDITION - DITCH

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1876 2/26/87 MONTGOMERY, NY A/C Reg. No. N36139 Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
MINOR
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	1
Other		0	0	0	2

-----Aircraft Information-----

Make/Model - CESSNA 402
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6850
No. of Seats - 6

Eng Make/Model - CONTINENTAL TSIO-520-VB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 325 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 300/012 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 15000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
NEWBURGH, NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

STEWART
Runway Ident - 34
Runway Lth/Wid - 6006/ 150
Runway Surface - CONCRETE
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
ATP
SE LAND, ME LAND

Age - 60

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - LEAR 25

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 8435	Last 24 Hrs	- 1
Make/Model-	815	Last 30 Days-	UNK/NR
Instrument-	1110	Last 90 Days-	15
Multi-Eng	- 5315		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

BOTH ACFT WERE OPERATING UNDER VISUAL FLIGHT RULES IN THE VICINITY OF ACTIVE AIRPORTS. THE CESSNA 402 WAS IN A CRUISE DESCENT, THE DECATHLON WAS IN LEVEL FLIGHT. NEITHER PILOTS IN THE 402 RECALLS SEEING THE DECATHLON, WHICH WAS STRUCK ON THE RT WING. THE DECATHLON PLT TOOK EVASIVE ACTION TO AVOID THE COLLISION HEAD ON. THE PILOTS OF BOTH AIRCRAFT STATED THAT PRIOR TO THE MID-AIR COLLISION THEY WERE OCCUPIED WITH WATCHING A MILITARY C5A TRANSPORT AIRCRAFT WHICH WAS OPERATING IN THE SAME AREA. AFTER HEARING AN EXPLOSION IN THE NOSE AREA OF THE ACFT, THE CREW ELECTED TO RETURN TO TETERBORO AIRPORT AND LANDED UNEVENTFULLY APPROXIMATELY 20 MINUTES LATER.

Brief of Accident (Continued)

File No. - 1876

2/26/87

MONTGOMERY, NY

A/C Reg. No. N36139

Time (Lc1) - 1500 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation DESCENT

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 2. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 1876 2/26/87 MONTGOMERY, NY A/C Reg. No. N3252M Time (Lcl) - 1500 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 -CRUISE		Pass 0	0	0	1
		Other 0	0	0	3

-----Aircraft Information-----

Make/Model - BELLANCA 8KCAB	Eng Make/Model - LYCOMING AEIO-320-E1A	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/012 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 15000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1000
SE LAND, ME LAND	Months Since - 6	Make/Model- 200
	Aircraft Type - J-3	Instrument- 10
		Multi-Eng - 50
		Last 24 Hrs - 1
		Last 30 Days- 10
		Last 90 Days- 30

Instrument Rating(s) - NONE

-----Narrative-----

BOTH ACFT WERE OPERATING UNDER VISUAL FLIGHT RULES IN THE VICINITY OF ACTIVE AIRPORTS. THE CESSNA 402 WAS IN A CRUISE DESCENT. THE DECATHLON WAS IN LEVEL FLIGHT. NEITHER PILOT IN THE 402 RECALLS SEEING THE DECATHLON, WHICH WAS STRUCK ON THE RT WING. THE DECATHLON PLT TOOK EVASIVE ACTION TO AVOID THE COLLISION HEAD ON. THE PILOTS OF BOTH AIRCRAFT STATED THAT PRIOR TO THE MID-AIR COLLISION THEY WERE OCCUPIED WITH WATCHING A MILITARY C5A TRANSPORT AIRCRAFT WHICH WAS OPERATING IN THE SAME AREA. AFTER THE COLLISION, THE DECATHLON DESCENDED OUT OF CONTROL AND TURNED 180 DEGREES BEFORE THE PILOT WAS ABLE TO REGAIN CONTROL AND RETURN TO ORANGE COUNTY AIRPORT AND LAND WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1876

2/26/87

MONTGOMERY, NY

A/C Reg. No. N3252M

Time (Lcl) - 1500 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. IMPROPER DECISION, INATTENTIVE - PILOT IN COMMAND
3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
4. EMERGENCY PROCEDURE - PERFORMED - PILOT IN COMMAND

Occurrence #2 ALTITUDE DEVIATION, UNCONTROLLED
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1968 4/17/87 PLEASANTVILLE, NY A/C Reg. No. N721WW Time (Lcl) - 1316 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0
Other	0	0	1	4

-----Aircraft Information-----

Make/Model - BEECH 58P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6200
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 080/009 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 400 FT OVERCAST
Obstructions to Vision- UNK/NR
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SYRACUSE, NY
Destination
WHITE PLAINS, NY

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

WHITE PLAINS
Runway Ident - 16
Runway Lth/Wid - 6548/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - UNK/NR
Aircraft Type - B-58P

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 850 Last 24 Hrs - 2
Make/Model- 60 Last 30 Days- 70
Instrument- 200 Last 90 Days- 78
Multi-Eng - 350

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT REPT HIS AUTO-PILOT WAS MALFUNCTIONING ON THE APCH AND HE WAS HAVING AILERON PROBLEMS. HE REPT A LOSS OF PWR, GOT THE ENG STARTED, AND THEN REPT A DOUBLE PWR LOSS. PRIOR TO DISAPPEARING FROM RADAR HE REPT THAT HE WAS STARTING ONE ENGINE. THE ACFT IMPACTED A HOUSE. THE 5 OCCUPANTS OF THE HOUSE ESCAPED, ONE WITH MINOR INJURIES. THE ACFT AND HOUSE WERE DESTROYED BY FIRE. THE ACFT HAD FLOWN 2. 2 HRS AFTER DEPARTING WITH 166 GALS OF USEABLE FUEL ON BOARD. NO EVIDENCE OF FUEL SPILLAGE WAS FOUND FROM THE RT WING WHICH HAD BROKEN OPEN ON IMPACT WITH A TREE. THE OCCUPANTS OF THE HOUSE REPT HEARING AND FEELING THE CRASH AND OBSERVING A LIQUID RAINING DOWN FROM A COLLAPSED CEILING IN AN ADJACENT ROOM. INVESTIGATION REVEALED THE ACFT FUEL SELECTORS WERE IN THE CROSSFEED POSITIONS. THE NORMAL POSITION FOR OPERATION IS THE ON POSITION. CROSSFEEDING OF FUEL IS RESTRICTED TO EMERGENCY USE IN LEVEL FLT ONLY.

Brief of Accident (Continued)

File No. - 1968

4/17/87

PLEASANTVILLE, NY

A/C Reg. No. N721WW

Time (Lc1) - 1316 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 2. FLUID,FUEL - STARVATION
 3. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

4. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - RESIDENCE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1976 5/02/87 RHINEBECK, NY A/C Reg. No. N2009R Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	0	1	0	0
Flight Conducted Under	-14 CFR 91	Crew	0	0	0	0
Accident Occurred During	-DESCENT	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model	- FOKKER DR-1	Eng Make/Model	- WARNER SUPER SCARAB	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 1254	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 165 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	Runway Ident
Wind Dir/Speed	- 210/010 KTS		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- GRASS/TURF
Obstructions to Vision	- NONE	Type Apch/Lndg	- DRY
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate	- EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 5270	Last 24 Hrs - 4
SE LAND, ME LAND,	Months Since - 10	Make/Model - 0	Last 30 Days - 2
	Aircraft Type - UNK/NR	Instrument - 800	Last 90 Days - 4
		Multi-Eng - 620	Rotorcraft - 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT WAS MAKING HIS FIRST TAKEOFF IN A FOKKER DR-1 TRI-PLANE. AFTER BECOMING AIRBORNE HE YAWED RIGHT, THEN LEFT, FOLLOWED BY THE ACFT NOSE FALLING BELOW THE HORIZON. THE ACFT WAS DESTROYED IN THE CRASH LANDING WHICH FOLLOWED. AFTER THE CRASH, THE PLT STATED THAT HE THOUGHT THE FIRST YAW WAS INDUCED BY WIND SHEAR. PLTS FAMILIAR WITH THIS TYPE ACFT STATED THAT YAW MUST BE CONTROLLED BY DIPPING THE WINGS RATHER THAN THE USUAL METHOD OF RUDDER ACTION. THE ACC PLT HAD NOT RECEIVED THIS INSTRUCTION. HE LATER STATED THAT IF HE HAD KNOWN THIS ACFT WAS PRONE TO RAPID LOSS OF AIRSPEED WITH RUDDER USE HE COULD HAVE AVOIDED THE ACCIDENT. NO CFI WAS INVOLVED IN THIS OPERATION.

Brief of Accident (Continued)

File No. - 1976

5/02/87

RHINEBECK,NY

A/C Reg. No. N2009R

Time (Lcl) - 1430 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - MISJUDGED - PILOT IN COMMAND
 2. IMPROPER USE OF EQUIPMENT/AIRCRAFT,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
 3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 4. AIRCRAFT HANDLING - NOT UNDERSTOOD - PILOT IN COMMAND
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4,5

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 1821 6/05/87 PORT WASHINGTON, NY A/C Reg. No. N120RM Time (Lcl) - 1620 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	1	4

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire Crew
NONE Pass

-----Aircraft Information-----

Make/Model - BELL 206L
Landing Gear - SKID
Max Gross Wt - 3000
No. of Seats - 6

Eng Make/Model - ALLISON 250-C20B
Number Engines - 1
Engine Type - TURBOSHAFT
Rated Power - 420 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/006 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORT WASHINGTON, NY
Destination
EAST HAMPTON, NY

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

HELICOPTER

Age - 27
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 2301
Make/Model- 380
Instrument- 265
Last 24 Hrs - 2
Last 30 Days- UNK/NR
Last 90 Days- 150
Rotorcraft - 2301

Instrument Rating(s) - HELICOPTER

-----Narrative-----

THE PLT OF A BELL 206L MADE A DOWNWIND TKOF WITH THE ACFT LOADED MORE THAN 100 LBS OVER THE MAXIMUM ALLOWABLE GROSS TKOF WEIGHT. AT AN ALTITUDE OF APPROX 100 FT, WHILE COMPLYING WITH NOISE ABATEMENT TKOF PROCEDURES, THE PLT EXPERIENCED DECREASING MAIN ROTOR RPM AND A LOW ROTOR RPM WARNING HORN. HE ATTEMPTED TO RETURN TO THE LNDG PAD, HOWEVER, LNDD 200 FT SHORT. THE HELICOPTER CAME TO REST ON ITS LEFT SIDE AFTER STRIKING A PARKED CAR.

Brief of Accident (Continued)

File No. - 1821

6/05/87

PORT WASHINGTON, NY

A/C Reg. No. N120RM

Time (Lcl) - 1620 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
6. ROTOR RPM - NOT MAINTAINED - 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)

7. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4,7

Brief of Accident

File No. - 1830 6/10/87 MIDDLESEX,NY A/C Reg. No. N5060P Time (Lcl) - 1855 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - PIPER PA-24-180
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2550
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
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
MIDDLESEX

Runway Ident - 17
Runway Lth/Wid - 2200 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 57
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 386	Last 24 Hrs - UNK/NR
Make/Model- 184	Last 30 Days- UNK/NR
Instrument- 7	Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT A NORMAL T/D WAS MADE AT 75 MPH ABT 1/3RD OF THE WAY DOWN THE RWY. DURING ROLLOUT, THE ACFT WENT THROUGH A DIP AND BECAME AIRBORNE AGAIN. AFTER TOUCHING DOWN AGAIN, BRAKES WERE APPLIED BUT THE AIRCRAFT DID NOT STOP ON THE WET, FRESHLY MOWED GRASS. THE ACFT RAN OFF THE END OF THE RUNWAY COLLIDING WITH A TREE STUMP.

Brief of Accident (Continued)

File No. - 1830

6/10/87

MIDDLESEX,NY

A/C Reg. No. N5060P

Time (Lc1) - 1855 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - WET
2. TERRAIN CONDITION - RISING
3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

Brief of Accident

File No. - 1829 6/11/87 BINGHAMTON, NY A/C Reg. No. N2691S Time (Lcl) - 1715 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -EXECUTIVE/CORPORATE
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage
SUBSTANTIAL
Fire NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 414A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6350
No. of Seats - 8

Eng Make/Model - CONTINENTAL TS10-520-NB
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 310 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/014 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
PHILADELPHIA, PA

Airport Proximity
ON AIRPORT

Airport Data

BROOME CO.
Runway Ident - 34
Runway Lth/Wid - 6298/ 150
Runway Surface - MACADAM
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 12915	Last 24 Hrs	- 3
Make/Model	- 6	Last 30 Days	- UNK/NR
Instrument	- 972	Last 90 Days	- 84
Multi-Eng	- 9465		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAKEOFF ROLL, FULL THROTTLE WAS APPLIED TO BOTH ENGINES BUT THE LEFT ENGINE WAS SLOW TO RESPOND. WHEN FULL PWR WAS NOT REACHED, THE FLIGHT WAS ABORTED. THE ACFT CONTINUED TO ROLL OFF THE DEPT END OF THE RWY AND DOWN A RAVINE. THE PLT STATED THAT ON THE PRIOR FLIGHT HE NOTED THAT THERE WAS AN APPROX 100 RPM DROP ON BOTH MAGS IN THE LEFT ENGINE AND THE MANIFOLD PRESSURE WAS SLOW TO RESPOND TO THROTTLE COMPARED TO THE RIGHT ENGINE. THE ACFT WAS ON THE GROUND FOR OVER 6 HOURS BEFORE TAKEOFF ON THE ACCIDENT FLIGHT.

Brief of Accident (Continued)

File No. - 1829

6/11/87

BINGHAMTON, NY

A/C Reg. No. N2691S

Time (Lc1) - 1715 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
 2. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1805 6/15/87 CANASTOTA,NY A/C Reg. No. N2477B Time (Lcl) - 0950 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CANASTOTA MUNICIPAL
Wind Dir/Speed- CALM		Runway Ident - 27
Visibility - UNK/NR	ATC/Airspace	Runway Lth/Wid - 3060/ 44
Lowest Sky/Clouds - CLEAR	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 - TRAFFIC PATTERN	
Precipitation - NONE	STOP AND GO	
Condition of Light - DAYLIGHT	GO AROUND	

-----Personnel Information-----

Pilot-In-Command	Age - 32	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	Make/Model- 40
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 14

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT WAS PERFORMING TKOFS AND LNDGS WHEN AFTER TOUCHDOWN ON THE THIRD LANDING, HE LOST DIRECTIONAL CONTROL OF THE AIRCRAFT. AFTER ATMPGT TO SALVAGE THE LNDG, THE PILOT INITIATED A GO-AROUND BUT THE LEFT WING STALLED AND THE AIRCRAFT IMPACTED ON THE GRASS BESIDE THE RUNWAY.

Brief of Accident (Continued)

File No. - 1805

6/15/87

CANASTOTA,NY

A/C Reg. No. N2477B

Time (Lc1) - 0950 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation OTHER

Finding(s)

2. GO-AROUND - DELAYED - PILOT IN COMMAND
3. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
4. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation OTHER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1825 6/16/87 CROTON FALL,NY A/C Reg. No. N1524R Time (Lc

-----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 Seri
Crew 0
Pass 0

-----Aircraft Information-----

Make/Model - GRUM AMER AA-5B
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2000
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4K
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 060/006 KTS
Visibility - 25.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TETERBORO,NJ
Destination
BURLINGTON,VT

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 - VFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 746
Make/Model- 500
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- 35

Instrument Rating(s) - NONE

-----Narrative-----

ABT 15 MINUTES AFT TKOF, THE ENG STARTED TO LOSE PWR. ALL EFFORTS TO RESTART IT WERE UNSUCCESSFUL AND THE ACFT WAS FORCED TO LAND IN A LANDFILL. DURING LNDG ROLL THE ACFT COLLIDED WITH A HOLE AND THE GEAR SHEARED OFF. EXAM OF THE ENG REVEALED A BURNED PIECE OF THE AIR FILTER ELEMENT FOUND LODGED IN THE THROAT OF THE CARBURETOR. AFT THE CARB THROAT WAS CLEARED OF OBSTRUCTIONS, THE ENG RAN AT FULL PWR.

Brief of Accident (Continued)

File No. - 1825

6/16/87

CROTON FALL,NY

A/C Reg. No. N1524R

Time (Lc1) - 1155 EDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation CRUISE

Finding(s)

1. FUEL SYSTEM,CARBURETOR - FOREIGN OBJECT
2. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 1804 6/20/87 BATAVIA,NY A/C Reg. No. N8021G Time (Lc1) - 1240 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	0	0	0	1
Accident Occurred During -LANDING	Crew	0	0	0	1
	Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - CESSNA 177RG	Eng Make/Model - LYCOMING IO-360-A1B6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	LOCKPORT,NY	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	ELMIRA,NY	Runway Ident - N/A
Wind Dir/Speed- 040/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - HIGH VEGETATION
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 74	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time. (Hours)
PRIVATE	Current - YES	Total - 1899
SE LAND	Months Since - 15	Make/Model- 388
	Aircraft Type - UNK/NR	Instrument- 0
		Multi-Eng - 450
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE FLT MADE AN EMGY LNDG IN A CORN FIELD AFTER EXPERIENCING A LOSS OF ENG PWR. DURING LNDG ROLL THE ACFT COLLIDED WITH A FENCE. EXAMINATION OF THE PROPELLER REVEALED THAT THE LOW PITCH STOP WAS BROKEN AND HAD SEPARATED FROM THE PISTON CAUSING THE BLADES TO GO INTO THE LOW RPM, HIGH PITCH POSITION.

Brief of Accident (Continued)

File No. - 1804

6/20/87

BATAVIA, NY

A/C Reg. No. N8021G

Time (Lc1) - 1240 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - FAILURE, PARTIAL
 2. PROPELLER SYSTEM/ACCESSORIES, PITCH CHANGE MECH - SEPARATION
-

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
-

-----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

Brief of Accident

File No. - 1828 6/20/87 WELLSVILLE, NY A/C Reg. No. N40354 Time (Lc1) - 1600 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	0	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	1
Accident Occurred During - LANDING	Crew Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - MAULE M-4	Eng Make/Model - FRANKLIN 6A-350-C1	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	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	WATERTOWN, NY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAYTON, OH	WELLSVILLE
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 10
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4300/ 75
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - MACADAM
Lowest Ceiling - UNK/NR	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 237
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 67
		Last 30 Days- UNK/NR
		Instrument- 16
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT EXPERIENCED A VIOLENT SHIMMY UPON T/D AND THE ACFT VEERED TO THE RIGHT. THE PILOT MADE A GO-AROUND AND EXPERIENCED THE SAME CONDITION ON THE SECOND T/D. ON THE THIRD T/D, THE PILOT LANDED BUT WAS ONLY ABLE TO MAINTAIN CONTROL OF THE ACFT UNTIL IT HAD SLOWED TO 10-15 MPH. IT THEN VEERED TO THE RIGHT, DIPPING ITS LEFT WING AND COLLAPSING THE LEFT GEAR. THE ACFT CAME TO REST ON THE RUNWAY SUPPORTED BY THE WING, RIGHT MAIN GEAR, AND THE TAIL WHEEL. EXAM OF THE TAIL WHEEL ASSEMBLY REVEALED THAT THE TENSION SPRINGS WERE NOT CONNECTED.

Brief of Accident (Continued)

File No. - 1828

6/20/87

WELLSVILLE, NY

A/C Reg. No. N40354

Time (Lc1) - 1600 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR, TAILWHEEL ASSEMBLY - DISCONNECTED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND

Occurrence #3 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

4. LANDING GEAR, MAIN GEAR - OVERLOAD
5. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3,5

Brief of Accident

File No. - 1803 6/23/87 OLCOTT,NY A/C Reg. No. N51333 Time (Lcl) - 2030 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During - LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 150J	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PALMER
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 09
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 2525/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 21 Last 24 Hrs - 3
	Months Since - N/A	Make/Model- 21 Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 0 Last 90 Days- 3

Instrument Rating(s) - NONE

-----Narrative-----

A STUDENT PILOT PRACTICING TOUCH AND GO LANDINGS EXPERIENCED AN ENGINE POWER LOSS ON TAKEOFF. DURING AN APPROACH TO AN OPEN FIELD FOR AN EMERGENCY LANDING, THE ENGINE RESTARTED. THE PILOT DECIDED TO RETURN TO THE ARPT. UPON ENTERING DOWNWIND, THE ENGINE QUIT. THE ACFT STRUCK A STREET SIGN WITH THE LEFT WING AND CAME TO REST IN A GARDEN. THE FAA INSPECTOR AT THE ACCD SITE INDICATED THAT THE HUMIDITY WAS HIGH AT THE TIME OF THE ACCD AND THE TEMPERATURE WAS ABOUT 80 DEGREES.

Brief of Accident (Continued)

File No. - 1803

6/23/87

OLCOTT, NY

A/C Reg. No. N51333

Time (Lc1) - 2030 EDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

3. OBJECT - UTILITY POLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 1936 6/08/87 STEUBENVILLE, OH A/C Reg. No. N3644L Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Fatal	Injuries			
Type of Operation -BUSINESS	Fire	Crew	0	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING				0	0	1	

-----Aircraft Information-----

Make/Model - CESSNA 172G	Eng Make/Model - CONTINENTAL O-300-D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - IN PERSON	CHARLESTON, WV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	STEUBENVILLE-PIER
Wind Dir/Speed- 240/015 KTS	ATC/Airspace	Runway Ident - 31
Visibility - 9.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 3310/ 35
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 25000 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 59	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1200
SE LAND	Months Since - 15	Last 24 Hrs - 0
	Aircraft Type - UNK/NR	Make/Model- 300
		Last 30 Days- UNK/NR
		Instrument- 350
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PIC RPTD HE FLEW OVER AIRPORT AND NOTED WIND DIRECTION AS 290-300 DEGREES ON WIND INDICATOR. HE ENTERED DOWNWIND FOR RWY 31 AT UNCONTROLLED FIELD. NORMAL APPROACH FLOWN WITH FULL FLAPS ON FINAL WITH LEFT CROSSWIND CORRECTION. ABOUT 30-40 FEET ABOVE RWY, ACFT QUIT FLYING AND DROPPED. PIC SAID HE RECOVERED JUST ABOVE RWY. GUST LIFTED LEFT WING, AND RIGHT WING TIP SCRAPPED RWY. PIT, 23 MILES EAST, HAD WIND 240/15G21. OWNERS MANUAL STATES USE MIN FLAP SETTING IN STRONG CROSSWINDS.

Brief of Accident (Continued)

File No. - 1936

6/08/87

STEUBENVILLE, OH

A/C Reg. No. N3644L

Time (Lc1) - 1100 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. LOWERING OF FLAPS - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1892 6/22/87 DAYTON, OH A/C Reg. No. N20ST Time (Lcl) - 1256 EDT

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - SUPPLEMENTAL	Aircraft Damage							
Name of Carrier	-SOUTHERN AIR TRANSPORT, IN	SUBSTANTIAL							
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	0	Serious	0	Injuries Minor	0
Flight Conducted Under	-14 CFR 121	NONE	Pass	0	0	0	0	None	3
Accident Occurred During	-LANDING								0

-----Aircraft Information-----

Make/Model	- LOCKHEED L-382-30	Eng Make/Model	- ALLISON 501-D22A	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 4	Stall Warning System	- NO
Max Gross Wt	- 155000	Engine Type	- TURBOPROP		
No. of Seats	- 8	Rated Power	- 4368 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- MILITARY	Last Departure Point	ON AIRPORT
Method	- IN PERSON	WRIGHTSTOWN, NJ	
Completeness	- WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather	- VMC	SAME AS ACC/INC	WRIGHT PATTERSON AFB
Wind Dir/Speed	- 250/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 6.0 SM	Type of Flight Plan	- 23R
Lowest Sky/Clouds	- 1600 FT SCATTERED	Type of Clearance	- 12600/ 300
Lowest Ceiling	- 3000 FT BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- HAZE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, ATP	Current - YES	Total	- 11754
SE LAND, ME LAND	Months Since - 6	Make/Model	- 8906
	Aircraft Type - L-382	Instrument	- 2900
		Multi-Eng	- 11292
		Last 24 Hrs	- 3
		Last 30 Days	- 86
		Last 90 Days	- 223

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE FLIGHT EXPERIENCED SEPARATION OF THE NOSE LANDING GEAR DURING THE LANDING ROLL. INVESTIGATION SHOWED THAT THE FAILURE WAS RELATED TO THE PROGRESSION OF A PREEXISTING CRACK ON THE NOSE LANDING GEAR STRUT ASSEMBLY. THE PROBELMS WITH THE NOSE LANDING GEAR WERE RECOGNIZED BY THE MANUFACTURER WHO RECOMMENDED COMPLIANCE WITH SERVICE BUTTETIN 82-448 THAT WAS ISSUED TO DETECT CRACKS SIMILAR TO THAT EXPERIENCED IN THIS INSTANCE. THE SERVICE BULLETIN, THAT WAS ISSUED IN 1979, HAD NOT BEEN ACCOMPLISHED ON THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 1892

6/22/87

DAYTON, OH

A/C Reg. No. N20ST

Time (Lc1) - 1256 EDT

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, NOSE GEAR - FAILURE, TOTAL
2. MAINTENANCE - INADEQUATE - COMPANY/OPERATOR MGMT
3. LANDING GEAR, NOSE GEAR - SEPARATION
4. MAINTENANCE, SERVICE BULLETINS - DISREGARDED - COMPANY/OPERATOR MGMT
5. LANDING GEAR, NOSE GEAR - FATIGUE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,5

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 1948 6/24/87 WADSWORTH, OH A/C Reg. No. N86173 Time (Lcl) - 2020 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0	
Flight Conducted Under - 14 CFR 91	NONE	Pass 1	0	0	0	
Accident Occurred During - DESCENT						

-----Aircraft Information-----

Make/Model - STEEN SKYBOLT	Eng Make/Model - LYCOMING O-360-A1D	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	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	MEDINA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 030/004 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 - NONE	
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 - 837
SE LAND, ME LAND	Months Since - 5	Make/Model- 625
	Aircraft Type - BE-200	Instrument- 200
		Multi-Eng - 712
		Last 24 Hrs - UNK/NR
		Last 30 Days- 26
		Last 90 Days- 88

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACCIDENT OCCURRED WHEN THE PILOT WAS PRACTICING AEROBATICS. THE INVESTIGATION DISCLOSED THAT LINKAGE CONTROL RODS BETWEEN THE PILOT'S STICK AND THE PITCH ELEVATOR WAS BROKEN. THE EVIDENCE INDICATED THAT THE FAILURE WAS CAUSED BY A COMBINATION OF INADEQUATELY SPECIFIED STRUCTURAL DESIGN AND IMPROPER FABRICATION. HIGH STRESS LEVELS RESULTED IN FATIGUE CRACKING OF THE REAR STICK CROSS HOLE.

Brief of Accident (Continued)

File No. - 1948

6/24/87

WADSWORTH,OH

A/C Reg. No. N86173

Time (Lc1) - 2020 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. FLT CONTROL SYST,ELEVATOR CONTROL - FAILURE,TOTAL
 2. AIRCRAFT/EQUIPMENT,INADEQUATE DESIGN - MANUFACTURER
 3. MAINTENANCE,MODIFICATION - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident
is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1965 8/08/87 STOW, OH A/C Reg. No. N62953 Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-LANDING	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-O2J	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2400	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	ON AIRPORT
Method	SAME AS ACC/INC	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	KENT STATE UNIV.
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- 01
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- 3065/ 60
Obstructions to Vision	Type of Clearance	Runway Surface
Precipitation	- NONE	- ASPHALT
Condition of Light	Type Apch/Lndg	Runway Status
	- TRAFFIC PATTERN	- DRY
	TOUCH AND GO	

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- YES	Total - 63
SE LAND	Months Since	- UNK/NR	Last 24 Hrs - 1
	Aircraft Type	- C-172P	Make/Model - 63
			Last 30 Days - 4
			Instrument - 1
			Last 90 Days - 4

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT FLARED TOO HIGH ON LANDING AND THE AIRCRAFT BOUNCED ON TOUCHDOWN. THE PILOT DID NOT USE THE PROPER TECHNIQUE TO RECOVER FROM THE BOUNCED LANDING AND LOST CONTROL OF THE AIRCRAFT. THE AIRCRAFT DEPARTED FROM THE RUNWAY AND STRUCK TWO TAXI LIGHTS AND A WINDSOCK POLE.

Brief of Accident (Continued)

File No. - 1965

8/08/87

STOW,OH

A/C Reg. No. N62953

Time (Lc1) - 1130 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN
4. OBJECT - RUNWAY LIGHT
5. OBJECT - POLE

----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

Brief of Accident

File No. - 1871 11/01/87 CAMDEN,OH

A/C Reg. No. N4157

Time (Lcl) - 1145 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
1	0	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire NONE
Crew Pass

-----Aircraft Information-----

Make/Model - MOONEY M-18C-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 850
No. of Seats - 1

Eng Make/Model - CONTINENTAL A-65-8
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 65 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/005 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
COLUMBUS,OH

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MITE AIRFIELD
Runway Ident - 03
Runway Lth/Wid - 1500-N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51
Biennial Flight Review
Current - YES
Months Since - 14
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1488
Make/Model- 279
Instrument- 127
Multi-Eng - 4
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 7

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOOK OFF DOWNWIND AND DID NOT USE ALL OF THE AVAILABLE RUNWAY. WITH INSUFFICIENT AIRSPEED, THE AIRCRAFT STALLED SHORTLY AFTER TAKEOFF. THE PILOT WAS UNABLE TO RECOVER WITHIN THE ALTITUDE REMAINING AND COLLIDED WITH AN ONCOMING TRAIN.

Brief of Accident (Continued)

File No. - 1871

11/01/87

CAMDEN, OH

A/C Reg. No. N4157

Time (Lcl) - 1145 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. INATTENTIVE - PILOT IN COMMAND
4. ALL AVAILABLE RUNWAY - NOT USED - PILOT IN COMMAND
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. LIFT-OFF - PREMATURE - PILOT IN COMMAND
7. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
8. STALL - ENCOUNTERED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7,8

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. - 1963 11/07/87 SEBRING, OH A/C Reg. No. N667FL Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation	-PERSONAL	Fire	0	Serious	Minor	None	
Flight Conducted Under	-14 CFR 91	NONE	0	1	0	0	
Accident Occurred During	-LANDING		0	0	0	1	

-----Aircraft Information-----

Make/Model	- PIPER PA-28-140	Eng Make/Model	- LYCOMING O-320-E3D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2050	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	ASHTABULA, OH		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC	TRI-CITY	
Wind Dir/Speed	- 240/010 KTS		Runway Ident	- 17
Visibility	- 10.0 SM	ATC/Airspace	Runway Lth/Wid	- 2800/ 65
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- ASPHALT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- UNK/NR
Obstructions to Vision	- NONE	Type Apch/Lndg		
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 - 232	Last 24 Hrs - 1
SE LAND	Months Since - 5	Make/Model - 232	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - 8

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE LANDED HARD SHORT OF THE RWY, AND SUSTAINED STRUCTURAL DAMAGE TO THE LDG GEAR AND BOTH WINGS. THE PLT REPORTED THAT HE HAD BEEN DISTRACTED BY ANOTHER AIRPLANE THAT ENTERED THE TRAFFIC PATTERN AHEAD OF HIM, AND HAD INADVERTENTLY ALLOWED THE AIRPLANE AIRSPEED TO DECREASE. THE AIRPLANE SUBSEQUENTLY IMPACTED RISING TERRAIN A FEW FEET SHORT OF THE RWY THRESHOLD. THE STALL WARNING LIGHT WAS OBSERVED TO ILLUMINATE JUST PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 1963

11/07/87

SEBRING, OH

A/C Reg. No. N667FL

Time (Lcl) - 1330 EST

Occurrence #1 UNDERSHOOT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. DIVERTED ATTENTION - PILOT IN COMMAND
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN
4. TERRAIN CONDITION - RISING

-----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. - 1957 5/22/87 PORTER,OK A/C Reg. No. N81796 Time (Lcl) - 2254 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-DESCENT	ON GROUND	Pass 1	0	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-32R-301	Eng Make/Model	- LYCOMING IO-520-K1G5D	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3600	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 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	AFTON,OK		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	MUSKOGEE,OK	HATBOX	
Wind Dir/Speed	- 050/009 KTS		Runway Ident	- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	Runway Surface	- N/A
Lowest Ceiling	- 25000 FT OVERCAST	Type of Clearance	Runway Status	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- NIGHT(DARK)			

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 250	Last 24 Hrs - 2
SE LAND	Months Since - 15	Make/Model- 8	Last 30 Days- 8
	Aircraft Type - C-152	Instrument- 0	Last 90 Days- 8

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS OBSERVED IN A RT BANK WHEN IT EXPERIENCED AN INFLT BREAKUP. BOTH WINGS, VERT STAB AND RUDDER, AND THE HORZ STAB AND TRIM TAB SEPARATED PRIOR TO IMPACT. WX WAS DARK NIGHT WITH SCATTERED TO BROKEN CLOUD COVER, BUT VFR. ALTHOUGH A WX RPT 33 NM NORTHWEST OF THE SITE LISTED THE WX AS 10,000 SCT, 25,000 OVC, A GROUND WITNESS STATED THAT IT WAS CLOUDY, BUT THAT HE COULD SEE SOME STARS BETWEEN THE CLOUDS. THE NON-INSTRUMENT RATED PVT PLT, WHO HAD CHECKED OUT IN THE ACFT THAT DAY, HAD BEEN RESTRICTED FROM NIGHT FLIGHT DUE TO NON-COMPLIANCE WITH FAR 61.109 (MINIMUM NIGHT TIME) WHEN HE RECEIVED HIS PVT CERT. INSTRUCTOR HAD WARNED HIM NOT TO ATTEMPT TO FLY SOLO AT NIGHT. ALL SEPARATION FRACTURES WERE OVERSTRESS. RT WING WAS STRUCK BY THE LFT WING AFTER IT SEPARATED IN A NEGATIVE MANNER. PLT HAD 2 HRS DUAL NIGHT LOGGED SEVERAL MONTHS PRIOR TO THE ACCIDENT AND ABOUT 45 MINS SOLO ON THE ACCIDENT FLT.

Brief of Accident (Continued)

File No. - 1957

5/22/87

PORTER,OK

A/C Reg. No. N81796

Time (Lc1) - 2254 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. IMPROPER USE OF PROCEDURE, INADEQUATE TRAINING - PILOT IN COMMAND
4. LIGHT CONDITION - DARK NIGHT
5. IMPROPER USE OF PROCEDURE, LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - NORMAL

Finding(s)

6. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND
7. IMPROPER USE OF PROCEDURE, SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6,7,8

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. - 1964 9/15/87 TULSA,OK A/C Reg. No. N8857E Time (Lcl) - 2036 CDT

-----Basic Information-----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -EASTERN AIRLINES,INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 121	NONE	Pass	0	0	0
Accident Occurred During -LANDING					7
					55

-----Aircraft Information-----

Make/Model - BOEING 727	Eng Make/Model - P&W JT8D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 142000	Engine Type - TURBOFAN	
No. of Seats - 134	Rated Power - 14500 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - IN PERSON	KANSAS CITY,KS	
Completeness - UNK/NR	Destination	Airport Data.
Basic Weather - VMC	SAME AS ACC/INC	TULSA INT'L
Wind Dir/Speed- 240/022 KTS	ATC/Airspace	Runway Ident - 35R
Visibility - 4.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 10000/ 200
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - ILS-COMPLETE	Runway Status - WET
Obstructions to Vision- NONE		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - UNK/NR	Total - 16102
ME LAND	Months Since - UNK/NR	Make/Model- 9532
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CREW OF THE BOEING 727 AIRCRAFT ON A DOMESTIC PASSENGER FLIGHT INITIATED AN APPROACH TO A RUNWAY WITH A KNOWN CROSSWIND AND TAILWIND COMPONENT. ON FINAL APPROACH THE TOWER CONTROLLERS RE-STATED THE WIND AND ISSUED A WINDSHEAR WARNING. ON SHORT FINAL AT FLARE THE AIRCRAFT EXPERIENCED GUSTS AND TURBULENCE RESULTING IN A HARD LANDING.

Brief of Accident (Continued)

File No. - 1964

9/15/87

TULSA,OK

A/C Reg. No. N8857E

Time (Lcl) - 2036 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. WEATHER CONDITION - THUNDERSTORM,OUTFLOW
 3. WEATHER CONDITION - TURBULENCE
 4. WEATHER CONDITION - WINDSHEAR
-

Occurrence #2 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. HAZARDOUS WEATHER ADVISORY - INATTENTIVE - PILOT IN COMMAND
 6. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
 7. AIRSPEED - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

Brief of Accident

File No. - 1926 10/18/87 MYRTLE CREEK,OR A/C Reg. No. N7695U Time (Lcl) - 1445 PDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150-M	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 - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	ROSEBURG,OR	TRI-CITY STATE
Wind Dir/Speed- 090/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 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		HIGH VEGETATION
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 205
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 4
	Aircraft Type - UNK/NR	Make/Model- 179
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 55

Instrument Rating(s) - NONE

-----Narrative-----

A LOSS OF POWER OCCURRED SHORTLY AFTER TAKEOFF DUE TO FUEL EXHAUSTION. A FIELD WAS CHOSEN FOR THE OFF AIRPORT LANDING. DURING THE LANDING ROLLOUT THE AIRCRAFT STRUCK A FENCE AND RASPBERRY BUSHES, COLLAPSING THE NOSE GEAR.

Brief of Accident (Continued)

File No. - 1926

10/18/87

MYRTLE CREEK,OR

A/C Reg. No. N7695U

Time (Lc1) - 1445 PDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB - TO CRUISE
1. FLUID,FUEL - EXHAUSTION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)
4. OBJECT - FENCE

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 1930 10/21/87 WALTON,OR A/C Reg. No. N2754K Time (Lc1) - 1030 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
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	2	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 180K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2650
No. of Seats - 6

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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 50 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
OAKRIDGE,OR
Destination
FLORENCE,OR

ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 32
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 109
Make/Model- 60
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 1
Last 30 Days- 22
Last 90 Days- 60
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE AIRCRAFT FLYING WESTBOUND TOWARD A PASS AT A LOW ALTITUDE ABOVE THE GROUND NEAR THE BASE OF LOW STRATUS CLOUDS. THE AIRCRAFT STRUCK A TREE AT THE TOP OF A RIDGELINE IN MOUNT/HILLY TERRAIN ON A NORTHEASTERLY HEADING, TRAVELED 1/2 MILE AND CRASHED INTO A HEAVILY WOODED HILLSIDE. A WITNESS LOCATED ON THE RIDGELINE HEARD THE INITIAL TREE IMPACT AND SAW FALLING DEBRIS BUT WAS UNABLE TO SEE THE AIRCRAFT DUE TO FOG.

Brief of Accident (Continued)

File No. - 1930

10/21/87

WALTON,OR

A/C Reg. No. N2754K

Time (Lcl) - 1030 PDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 4. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

6. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

Brief of Accident

File No. - 1993 10/26/87 LEBANON,OR A/C Reg. No. N6141 Time (Lcl) - 1330 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -INSTRUCTIONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Crew 0	0	0	2
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G2	Eng Make/Model - LYCOMING VO-540	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 300/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - VALLEY/TERRAIN FOLLOWING	
Obstructions to Vision- NONE	SIMULATED FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 2487
SE LAND	Months Since - 4	Make/Model- 665
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 191
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 176
		Rotorcraft - 1507

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE STUDENT WAS PERFORMING AN AUTOROTATION AT ABOUT 50' AGL AND THE FLARE WAS BEGUN. THE INSTRUCTOR PILOT NOTICED THAT THE HELICOPTER WAS NOT LEVELING AND TOOK CONTROL OF THE AIRCRAFT. THE HELICOPTER SETTLED TAIL LOW ONTO THE SOFT GROUND STRIKING THE TAIL ROTOR, SEPARATING IT FROM THE HELICOPTER. THE HELICOPTER MADE A TURN AND THEN SETTLED TO THE GROUND WHERE IT ROLLED OVER ON ITS RIGHT SIDE.

Brief of Accident (Continued)

File No. - 1993

10/26/87

LEBANON,OR

A/C Reg. No. N6141

Time (Lcl) - 1330 PST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT

Finding(s)

1. AUTOROTATION - ATTEMPTED - DUAL STUDENT
 2. REMEDIAL ACTION - DELAYED - PILOT IN COMMAND(CFI)
 3. ALTITUDE - MISJUDGED - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1927 11/11/87 TURNER,OR A/C Reg. No. N35HA Time (Lcl) - 1700 PST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - FERRY	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 - HILLER FH-1100	Eng Make/Model - ALLISON 250-C18	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 274 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	OFF AIRPORT/STRIP
Method - UNK/NR	GATES,OR	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	ALBANY,OR	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 2.000 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 42	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4160
SE LAND	Months Since - 5	Make/Model- 108
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 317
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 140
		Rotorcraft - 4100

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A SHORT CROSS COUNTRY FLIGHT THE PILOT ENCOUNTERED A RAIN STORM AND LOW CLOUDS. THE PILOT MADE A 180 DEGREE TURN AND THEN ELECTED TO MAKE A PRECAUTIONARY LANDING IN A FIELD. ALTHOUGH THE PILOT VISUALLY INSPECTED THE AREA PRIOR TO LANDING, HE DID NOT SEE RISING TERRAIN. DURING LANDING THE TAIL ROTOR STRUCK RISING TERRAIN CAUSING A LOSS OF TAIL ROTOR CONTROL. THE HELICOPTER THEN DESCENDED TO THE GROUND.

Brief of Accident (Continued)

File No. - 1927

11/11/87

TURNER,OR

A/C Reg. No. N35HA

Time (Lcl) - 1700 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - RAIN
3. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN
5. LIGHT CONDITION - DUSK
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
7. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,5,7

Brief of Accident

File No. - 1933 11/27/87 CORNELIUS,OR A/C Reg. No. N4523Z Time (Lc1) - 1130 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	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-22-108	Eng Make/Model - LYCOMING O-235-G1R	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1650	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 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- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 70.0 SM	Type of Flight Plan - NONE	Runway Surface - GRASS/TURF
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - SOFT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 200
	Months Since - N/A	Make/Model- 200
	Aircraft Type - N/A	Instrument- 0
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ATTEMPTING TO LAND IN A FIELD NEAR A FARMHOUSE. ON FINAL APPROACH THE PILOT CLEARED LARGE POWER LINES, BUT HAD NOT SEEN SMALL POWER LINES AHEAD AND BELOW THE AIRCRAFT. THE AIRCRAFT STRUCK THE POWER LINES IN FLIGHT WITH THE NOSE GEAR. THE AIRCRAFT DESCENDED ONTO THE GROUND STRIKING A SMALL TREE BEFORE COMING TO REST ON THE GROUND.

Brief of Accident (Continued)

File No. - 1933 11/27/87 CORNELIUS,OR A/C Reg. No. N4523Z Time (Lcl) - 1130 PST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - WIRE,STATIC(MARKED)
 2. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 1980 5/17/87 EBENSBURG,PA A/C Reg. No. N785 Time (Lcl) - 1604 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 0	Serious 0	Minor 0	None 1	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - NOONAN VARI-EZE	Eng Make/Model - LYCOMING O-235-C1B	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1100	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 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	EBENSBURG
Wind Dir/Speed- 280/008 KTS	ATC/Airspace	Runway Ident - 24
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - PRECAUTIONARY LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT		
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)		
PRIVATE	Current - NO	Total - 469	Last 24 Hrs - 1	
SE LAND	Months Since - 72	Make/Model- 58	Last 30 Days- UNK/NR	
	Aircraft Type - C-150	Instrument- 0	Last 90 Days- 6	

Instrument Rating(s) - NONE

-----Narrative-----

THE VARI-EZE WAS PART OF A THREE SHIP FLYBY AT AN AIRSHOW. THE ACCIDENT AIRCRAFT WAS OBSERVED TO BREAK FORMATION AND TURN DOWNWIND FOR A LANDING. A WITNESS REPORTED THE ENGINE SPUTTERING. THE AIRCRAFT LANDED IN A OPEN FIELD NEXT TO THE RUNWAY. EXAMINATION DISCLOSED THAT THERE WAS RUST COLORED WATER IN THE FUEL BOWL AND RUST STAIN ON THE SIDE OF THE BOWL. IN ADDITION IT WAS NOTED THAT THE FUEL LINES FROM THE MAIN FUEL TANKS WERE LOWER THEN THE GASCOLATOR.

Brief of Accident (Continued)

File No. - 1980

5/17/87

EBENSBURG, PA

A/C Reg. No. N785

Time (Lcl) - 1604 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE, INSTALLATION - IMPROPER - OTHER PERSON
 2. FLUID, FUEL - CONTAMINATION
 3. FLUID, FUEL - WATER
 4. PRECAUTIONARY LANDING - INITIATED - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1822 5/31/87 MERCER, PA A/C Reg. No. N38346 Time (Lcl) - 1800 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 -DESCENT		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER J-3	Eng Make/Model - CONTINENTAL A-65-8	ELT Installed/Activated - YES/NO
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	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	NELSON'S RUN
Wind Dir/Speed- 180/007 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2000/ 250
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1000
SE LAND	Months Since - 12	Make/Model- 700
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 60

Instrument Rating(s) - NONE

-----Narrative-----

THE FLIGHT DEPARTED FROM RUNWAY 27 UPHILL WITH THE WIND AT 180 DEGREES IN UNCUT GRASS. THERE WERE TREES ON THE LEFT SIDE OF THE DEPARTURE END OF THE RUNWAY. THE PLT STATED THAT HE LOST LIFT AS HE APPROACHED THE DEPARTURE END OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1822

5/31/87

MERCER,PA

A/C Reg. No. N38346

Time (Lcl) - 1800 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. TERRAIN CONDITION - HIGH VEGETATION
4. TERRAIN CONDITION - UPHILL
5. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
7. STALL/MUSH - INADVERTENT - PILOT IN COMMAND

Occurrence #2 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) 2,5,6

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

File No. - 1807 6/13/87 QUAKERTOWN,PA A/C Reg. No. N94383 Time (Lcl) - 1130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - FERRY	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	0	Serious	Minor	None
Accident Occurred During -LANDING			0	1	0	1

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C	Eng Make/Model - CONTINENTAL C-75-12	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1260	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 75 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	QUAKERTOWN
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 29
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3200/ 50
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 - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 792
SE LAND,ME LAND	Months Since - 12	Make/Model- 9
	Aircraft Type - UNK/NR	Instrument- 164
		Multi-Eng - 27
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 15

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT CAME IN HIGH AND FAST ON THE APPROACH. HE REDUCED PWR INITIALLY TO INCREASE RATE OF DESCENT. AS HE APCHED TREES, HE APPLIED POWER TO STOP THE DESCENT, BUT COLLIDED WITH THE TOPS OF THE TREES. THE ACFT YAWED TO THE RIGHT ABOUT 30 DEGREES AND TOUCHED DOWN SHORT OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 1807

6/13/87

QUAKERTOWN, PA

A/C Reg. No. N94383

Time (Lcl) - 1130 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - POOR - PILOT IN COMMAND
2. DISTANCE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

3. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
4. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

File No. - 1806 6/14/87 TOWANDA,PA

A/C Reg. No. N4889L

Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Injuries

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1
Other	0	0	0	1

-----Aircraft Information-----

Make/Model - PIPER PA-28-180
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2175
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A3A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/005 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
ELMIRA,NY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

TOWANDA
Runway Ident - 22
Runway Lth/Wid - 3000/ 75
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 - 24
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR

Flight Time (Hours)

Total	166	Last 24 Hrs	UNK/NR
Make/Model-	83	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	10

Instrument Rating(s) - NONE

-----Narrative-----

DURING TAXI TO RWY 22 FOR TAKEOFF, PIPER AIRCRAFT N4889L WAS STRUCK IN THE TAIL SECTION BY A TAYLORCRAFT, N43978 AS IT WAS ALSO TAXIING FOR TAKEOFF. THE PILOT OF THE TAYLORCRAFT STATED THAT THE PIPER CROSSED IN FRONT OF HIM WHILE THE PILOT OF THE PIPER CLAIMED HE WAS TAXIING PARALLEL TO THE RWY WHEN STRUCK BY THE TAYLORCRAFT.

Brief of Accident (Continued)

File No. - 1806

6/14/87

TOWANDA, PA

A/C Reg. No. N4889L

Time (Lc1) - 1330 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1806 6/14/87 TOWANDA, PA A/C Reg. No. N43978 Time (Lcl) - 1330 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
	Fire	Crew	0	Serious	Minor	None
Type of Operation - PERSONAL	NONE	Pass	0	0	0	1
Flight Conducted Under - 14 CFR 91		Other	0	0	0	0
Accident Occurred During - TAXI						2

-----Aircraft Information-----

Make/Model - TAYLORCRAFT BC-12D	Eng Make/Model - CONTINENTAL A65	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - UNK/NR
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 65 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAME AS ACC/INC	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		TOWANDA
Basic Weather - VMC	ATC/Airspace	Runway Ident - 22
Wind Dir/Speed- 270/005 KTS	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 4000 FT SCATTERED	Type Apch/Lndg - NONE	Runway Status - DRY
Lowest Ceiling - NONE		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 113
SE LAND	Months Since - 1	Make/Model- 5
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE TAYLORCRAFT, N43978, COLLIDED WITH THE TAIL OF PIPER, N4889L WHILE BOTH WERE TAXIING TO RWY 22. THE PLT OF THE TAYLORCRAFT STATED THAT HE WAS TAXIING PARALLEL TO THE RWY AND THE PIPER CAME FROM BEHIND AND TO THE LEFT TO CROSS IN FRONT OF HIM. THE PLT OF THE PIPER STATED THAT HE WAS TAXIING PARALLEL TO THE RWY WHEN THE TAYLORCRAFT RAN INTO THE RIGHT REAR PART OF HIS ACFT.

Brief of Accident (Continued)

File No. - 1806

6/14/87

TOWANDA, PA

A/C Reg. No. N43978

Time (Lcl) - 1330 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 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) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1827 6/18/87 MT.UNION BORO,PA A/C Reg. No. N3913F Time (Lcl) - 0925 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During -MANEUVERING						

-----Aircraft Information-----

Make/Model - CESSNA 172	Eng Make/Model - CONTINENTAL O-300A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2250	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LANCASTER,PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MT UNION,PA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	PRECAUTIONARY LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 202
SE LAND	Months Since - 15	Last 24 Hrs - 2
	Aircraft Type - UNK/NR	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 5
		Last 90 Days- 12

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT COLLIDED WITH TRANSMISSION WIRES WHILE FLYING LOW DURING A PLEASURE FLIGHT. AN UNEVENTFUL PRECAUTIONARY LANDING WAS MADE ON A HIGHWAY WITH REDUCED POWER AND FULL FLAPS.

Brief of Accident (Continued)

File No. - 1827

6/18/87

MT. UNION BORO, PA

A/C Reg. No. N3913F

Time (Lcl) - 0925 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT

Phase of Operation MANEUVERING

Finding(s)

1. OBJECT - WIRE, STATIC
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2000 6/26/87 DOYLESTOWN, PA A/C Reg. No. N14HR Time (Lcl) - 1820 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-EXECUTIVE/CORPORATE	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					1
						2

-----Aircraft Information-----

Make/Model	- PIPER PA-60	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 5700	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 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- 230/006 KTS</p> <p>Visibility - 6.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling -</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - RAIN</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>AKRON, OH</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 - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p> <p>FULL STOP</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>DOYLESTOWN</p> <p>Runway Ident - 23</p> <p>Runway Lth/Wid - 3000/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 5700
ME LAND	Months Since - 0	Last 24 Hrs - 5
	Aircraft Type - UNK/NR	Make/Model- 525
		Last 30 Days- UNK/NR
		Instrument- 936
		Last 90 Days- 112
		Multi-Eng - 4500

Instrument Rating(s) - AIRPLANE

-----Narrative-----

UPON LANDING, THE FLIGHT ENCOUNTERED STANDING WATER ON THE RUNWAY AND THE AIRCRAFT HYDROPLANED VEERING RIGHT OF THE CENTERLINE. THE MAIN LANDING GEAR COLLAPSED CAUSING SUBSTANTIAL DAMAGE. THE ACFT WENT OFF THE RT SIDE OF THE RWY AFTER 2839 FT OF ROLL AND COLLIDED WITH A RWY LIGHT AND A VASI LIGHT.

Brief of Accident (Continued)

File No. - 2000

6/26/87

DOYLESTOWN, PA

A/C Reg. No. N14HR

Time (Lcl) - 1820 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. AIRCRAFT PERFORMANCE, HYDROPLANING CONDITION - WATER
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
 4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1875 9/06/87 ALTOONA, PA A/C Reg. No. N8692W Time (Lcl) - 1104 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		1	0	0	0
Pass		1	0	0	0

-----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 - 6
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 - IMC
Wind Dir/Speed- 020/003 KTS
Visibility - 2.500 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 400 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
CLEVELAND, OH
Destination
ALTOONA, PA

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)
NONE

Age - 35
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - UNK/NR

Flight Time (Hours)	
Total	- UNK/NR
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 AIRCRAFT DEPARTED CLEVELAND, OH AT APPROX 0915 HOURS ON AN UNAUTHORIZED FLT TO ATLANTIC CITY, NJ. THE PLT WAS NOT AUTHORIZED TO OPERATE THE AIRCRAFT OR CONDUCT THE FLT DUE TO HIS LICENSE HAVING BEEN REVOKED IN 1977 FOR REPEATEDLY VIOLATING FARs. NEAR ALTOONA, PA THE PILOT ENCOUNTERED IFR WX CONDITIONS. THE AIRCRAFT SUFFERED AN INFLIGHT CONTROL SURFACE SEPARATION. THE AIRCRAFT IMPACTED THE GROUND IN A NEAR VERTICAL ATTITUDE. THERE WAS NO POSTCRASH FIRE, THE PLT WAS NOT IN CONTACT WITH ANY ATC FACILITY, AND THERE IS NO RECORD OF ANY WX BRIEFING OBTAINED BY THE PLT. THE PLT'S FLT TIMES WERE NOT REPORTED OR AVAILABLE.

Brief of Accident (Continued)

File No. - 1875

9/06/87

ALTOONA, PA

A/C Reg. No. N8692W

Time (Lc1) - 1104 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - UNQUALIFIED PERSON
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. VFR FLIGHT INTO IMC - PERFORMED - UNQUALIFIED PERSON

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

6. FLIGHT CONTROL, STABILATOR - SEPARATION
7. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - UNQUALIFIED PERSON

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

8. TERRAIN CONDITION - MOUNTAINOUS/HILLY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,7

Factor(s) relating to this accident is/are finding(s) 2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1847 9/17/87 PITTSBURGH, PA A/C Reg. No. N774AL Time (Lcl) - 1540 EDT

----Basic Information----

Type Operating Certificate-AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier -USAIR, INC.	NONE	Fatal	Serious	Minor	None
Type of Operation -SCHEDULED, DOMESTIC, PASSENGER	Fire	Crew 0	0	0	8
Flight Conducted Under -14 CFR 121	NONE	Pass 0	1	0	62
Accident Occurred During -DESCENT					

----Aircraft Information----

Make/Model - BOEING 727-200	Eng Make/Model - P & W JT8D-17A	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 3	Stall Warning System - YES
Max Gross Wt - 197000	Engine Type - TURBOFAN	
No. of Seats - 158	Rated Power - 15500 LBS THRUST	

----Environment/Operations Information----

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - ACFT RADIO</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- UNK/NR</p> <p>Visibility - UNK/NR</p> <p>Lowest Sky/Clouds - 23000 FT THIN BKN</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point FT. LAUDERDALE, FL</p> <p>Destination PITTSBURGH, PA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
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----Personnel Information----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>ATP</p> <p>ME LAND</p>	<p>Age - 58</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 5</p> <p>Aircraft Type - B-727</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 26650</p> <p>Make/Model- 6770</p> <p>Instrument- UNK/NR</p> <p>Multi-Eng - UNK/NR</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- 70</p> <p>Last 90 Days- 150</p> <p>Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - AIRPLANE

----Narrative----

WHILE DESCENDING OUT OF FLT LVL 270 FOR LNDG, USAIR FLIGHT 10 ENCOUNTERED LIGHT TO MODERATE TURBULENCE. PRIOR TO THIS THIS ENCOUNTER, THE CAPT ADVISED ALL PASSENGERS AND CABIN CREW TO REMAIN SEATED AND TO ENGAGE THEIR SEATBELTS. A SIMILAR ANNOUNCEMENT WAS MADE BY THE CABIN ATTENDANTS. AN ELDERLY INVALID FEMALE PASSENGER STATED SHE HAD TO USE TO THE RESTROOM PRIOR TO LNDG SINCE HER WALKING DEVICE WAS BEING SHIPPED AND SHE WOULD NOT BE ABLE TO USE THE FACILITIES AT THE ARPT. THE ATTENDANTS ATTEMPTED TO DISSUADE HER BUT SHE PREVAILED. TWO OF THEM HELPED HER TO HER FEET AND WERE IN THE PROCESS OF ASSISTING HER DOWN THE ISLE WHEN THEY WERE ALL THROWN TO THE FLOOR BY INFLIGHT TURBULENCE. THE PASSENGER SUSTAINED TWO BROKEN BONES AND OTHER INJURIES. THE FLT WAS GIVEN SPECIAL HANDLING AND LNDD WITHOUT FURTHER INCIDENT.

Brief of Accident (Continued)

File No. - 1847

9/17/87

PITTSBURGH, PA

A/C Reg. No. N774AL

Time (Lcl) - 1540 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - TURBULENCE
2. UNSAFE/HAZARDOUS CONDITION WARNING - ISSUED - PILOT IN COMMAND
3. PASSENGER BRIEFING - DISREGARDED - PASSENGER
4. PHYSICAL IMPAIRMENT - PASSENGER
5. JUDGEMENT - POOR - FLIGHT ATTENDANT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1837 9/30/87 50 NW SAN JUAN,PR A/C Reg. No. N4100S Time (Lcl) - 0851 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation	-PERSONAL	Fire	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	NONE	Crew 0	1	0	0
Accident Occurred During	-LANDING		Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- AERO COMMANDER 720	Eng Make/Model	- LYCOMING GSO-480-B1A6	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 7500	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 6	Rated Power	- 340 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	- FSS	OFF AIRPORT/STRIP
Method	- TELEPHONE	
Completeness	- WEATHER NOT PERTINENT	Airport Data
Basic Weather	- VMC	Runway Ident
Wind Dir/Speed	- 130/009 KTS	- N/A
Visibility	- 15.0 SM	Runway Lth/Wid
Lowest Sky/Clouds	- 2500 FT SCATTERED	- N/A
Lowest Ceiling	- NONE	Runway Surface
Obstructions to Vision	- NONE	- WATER
Precipitation	- NONE	Runway Status
Condition of Light	- DAYLIGHT	- WATER - CHOPPY

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 4080
SE LAND,ME LAND,SE SEA,ME SEA	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model - 43
		Last 30 Days - UNK/NR
		Instrument - 510
		Last 90 Days - 24
		Multi-Eng - 2130

Instrument Rating(s) - AIRPLANE

-----Narrative-----

FIFTEEN MINUTES AFTER A NORTHWEST DEPARTURE FROM SAN JUAN INTERNATIONAL ARPT THE PLT REPORTED THAT THE FLT WAS RETURNING TO LAND AFTER SECURING THE RT ENG DUE TO REPORTED PROBLEMS. UNABLE TO MAINTAIN ALTITUDE THE ACFT WAS DITCHED APRX 50 MILES NORTHWEST OF THE ARPT. DENSITY ALTITUDE WAS COMPUTED TO BE 1900 FT AT THE ARPT 1 MINUTE AFTER THE DITCHING. ACCORDING TO THE ACFT OPERATING MANUAL, AT THE DESIGNED GROSS WEIGHT WITH A PROPERLY SECURED ENGINE AT THE ABOVE COMPUTED DENSITY ALTITUDE, THE SINGLE ENGINE RATE OF CLIMB WOULD BE 212 FEET PER MINUTE. THE ACFT & LOGBOOKS HAVE NOT BEEN RECOVERED THEREFORE THE CAUSE OF THE REPORTED ENG FAILURE & MAINTENANCE INFORMATION COULD NOT BE DETERMINED & OBTAINED RESPECTIVELY.

Brief of Accident (Continued)

File No. - 1837

9/30/87

50 NW SAN JUAN, PR

A/C Reg. No. N4100S

Time (Lcl) - 0851 AST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. 1 ENGINE -
 2. UNDETERMINED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1997 10/03/87 HILTON HEAD, SC A/C Reg. No. N66090 Time (Lcl) - 1250 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320D2J
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 - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 300/014 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
NO.MYRTLE BCH, SC
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

HILTON HEAD
Runway Ident - 21
Runway Lth/Wid - 4300/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----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-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 33 Last 24 Hrs - UNK/NR
Make/Model- 33 Last 30 Days- UNK/NR
Instrument- 0 Last 90 Days- 33

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PERFORMING A CROSSWIND LANDING WHICH RESULTED IN A HARD LANDING. THE ACFT DRIFTED TO THE SIDE OF THE RWY AND ONE WHEEL WAS OFF THE PAVED SURFACE UPON THE NEXT TOUCHDOWN. THE STUDENT PLT ATTEMPTED TO HOLD THE ACFT STRAIGHT IN THE DIRECTION IT WAS GOING. THE NOSE WHEEL DROPPED IN A SHALLOW DITCH AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 1997

10/03/87

HILTON HEAD, SC

A/C Reg. No. N66090

Time (Lcl) - 1250 EDT

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - MISJUDGED - PILOT IN COMMAND
 2. WEATHER CONDITION - GUSTS
 3. WEATHER CONDITION - CROSSWIND
 4. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL
5. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 1802 10/06/87 CORDESVILLE, SC A/C Reg. No. N11838 Time (Lcl) - 1125 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	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/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC

Itinerary

Last Departure Point
N.MYRTLE BEACH, SC
Destination
CHARLESTON, SC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 270/008 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 174	Last 24 Hrs -	0
Make/Model-	24	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE NOSED OVER DURING A FORCED LDG ON SOFT TERRAIN. AFTER EXPERIENCING A LOSS OF ENGINE POWER DURING DESCENT FROM CRUISE. THE PLT REPORTED THAT THE ACFT RAN OUT OF FUEL. HE HAD MADE AN UNPLANNED STOP EARLIER TO TAKE ON ADDITIONAL FUEL. AFTER ENCOUNTERING STRONGER THAN EXPECTED HEADWINDS. PRIOR TO REFUELING THE AIRPLANE WITH SIX GALLONS OF AVGAS, HE OBSERVED THE FUEL GAUGES INDICATING 1/8 FULL. THE AIRPLANE HAD A USABLE FUEL CAPACITY OF 22.5 GALLONS. THE AIRPLANE CRASHED ABOUT 15 MILES SHORT OF THE DESTINATION AIRPORT.

Brief of Accident (Continued)

File No. - 1802

10/06/87

CORDESVILLE, SC

A/C Reg. No. N11838

Time (Lc1) - 1125 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation DESCENT - NORMAL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. FUEL CONSUMPTION CALCULATIONS - INACCURATE - PILOT IN COMMAND
 3. REFUELING - INADEQUATE - PILOT IN COMMAND
 4. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING

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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5

Brief of Accident

File No. - 1866 10/12/87 GREENVILLE, SC A/C Reg. No. N84430 Time (Lcl) - 1026 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 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	CLEMSON, SC	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	PARKERSBURG, WV	GREENVILLE DOWNTOWN
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 4.000 SM	Type of Flight Plan - VFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - VFR	Runway Surface - N/A
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- HAZE		
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 57	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 215
SE LAND	Months Since - 14	Make/Model- 204
	Aircraft Type - PA-28	Instrument- 37
		Multi-Eng - 2
		Last 24 Hrs - UNK/NR
		Last 30 Days- 3
		Last 90 Days- 26
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLTS TRIP HOME HAD BEEN DELAYED ONE DAY DUE TO WX ENRT. HE HAD CALLED THE FSS EARLY FOR A BRIEFING AND HAD BEEN ADVISED THAT THERE SHOULD BE NO TROUBLE FOR A NOON DEPART TIME. HE DEPTD CLEMSON ABOUT 1000 AND ACTIVATED HIS VFR FLT PLAN. HE THEN CONTACTED GSP APCH CONTROL FOR CLEARANCE THROUGH THE GSP AREA. EIGHT MINUTES PRIOR TO THE MISHAP, THE PLT REQ CLEARANCE TO CLB TO 7,500 FT BECAUSE HE WAS GETTING CLOSE TO A CLOUD BANK. CLEARANCE WAS DENIED DUE TO A CESSNA 185 AT 7,500 AND WHICH WAS GOING NE. THE 185 RADIOED GSP APCH THAT HE WAS GOING BACK TO GRIFFIN BECAUSE "IT DOESN'T LOOK TOO GOOD UP HERE NOW". HE WAS BETWEEN LAYERS. THE PIPER WAS CLRD TO 7,500. ABOUT ONE MIN AFTER ACKNOWLEDGING THAT HE WAS AT 7,500, GSP APCH RADIOED TO THE PIPER THAT THEY OBSERVED HIM IN A LT TURN AND DESCENDING. 30 SEC LATER THE ELT ACTIVATED. THE ACFT WAS OBSERVED TO COME OUT OF THE BOTTOM OF THE OVC IN PIECES, FOLLOWING AN INFLIGHT BREAKUP.

Brief of Accident (Continued)

File No. - 1866

10/12/87

GREENVILLE, SC

A/C Reg. No. N84430

Time (Lc1) - 1026 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - DRIZZLE
3. WEATHER CONDITION - HAZE/SMOKE
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. SELF-INDUCED PRESSURE - PILOT IN COMMAND
6. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND
7. IN FLIGHT WEATHER ADVISORIES - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

8. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
9. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

10. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,6,7,8,9,10

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

Brief of Accident

File No. - 1899 11/05/87 BEAUFORT, SC A/C Reg. No. N78169 Time (Lcl) - 1430 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	1
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - GLOBE GC-1B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 1710
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-300-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 145 HP

ELT Installed/Activated - YES/YES
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 050/002 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
SUMMERVILLE, SC
Destination
BEAUFORT, SC

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 - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 64
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - GC-1B

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	6500
Last 24 Hrs	1
Make/Model-	450
Last 30 Days-	UNK/NR
Instrument-	1018
Last 90 Days-	10
Multi-Eng	2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE ENGINE LOST PWR AT CRUISE AND THE PLT MADE A FORCED LNG IN A SALT-WATER MARSH. INVESTIGATION REVEALED THAT THE PLT WAS FERRYING THE ACFT TO ANOTHER ARPT TO HAVE MAINTENANCE PERFORMED ON THE FUEL SELECTOR VALVE, WHICH WAS STUCK IN THE AUX TANK POSITION. THE AUX TANK WAS NOT FULL PRIOR TO DEPARTURE. ABOUT 30 MINUTES AFTER DEPARTURE, THE AUX TANK RAN DRY AND THE PLT WAS UNABLE TO SWITCH THE SELECTOR VALVE TO THE MAIN TANKS WHICH CONTAINED FUEL. EXAMINATION OF THE VALVE MECHANISM REVEALED THAT SET SCREWS ON THE SELECTOR VALVE SHAFT HAD LOOSENEED, WHICH ALLOWED THE SELECTOR HANDLE TO BE MOVED WITHOUT REPOSITIONING THE SELECTOR VALVE. THE ACFT CRASHED ABOUT 12 MILES SHORT OF THE DESTINATION ARPT. ACCORDING TO FAA RECORDS, NO FERRY PERMIT WAS ISSUED FOR THE FLT.

Brief of Accident (Continued)

File No. - 1899

11/05/87

BEAUFORT, SC

A/C Reg. No. N78169

Time (Lcl) - 1430 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FLUID, FUEL - STARVATION
2. FUEL SYSTEM, SELECTOR VALVE - INOPERATIVE
3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND
4. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING

Finding(s)

6. TERRAIN CONDITION - ROUGH/UNEVEN
7. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 1894 10/25/87 MITCHELL,SD A/C Reg. No. N1257E Time (Lcl) - 1927 CST

-----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 -APPROACH					

-----Aircraft Information-----

Make/Model - BEECH A-36	Eng Make/Model - CONTINENTAL IO-520-BA	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3600	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BIG RAPIDS,MI	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	MITCHELL,SD	MITCHELL MUNICIPAL
Wind Dir/Speed- 150/008 KTS	ATC/Airspace	Runway Ident - 12
Visibility - 5.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6704/ 150
Lowest Sky/Clouds - 700 FT	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 700 FT OVERCAST	Type Apch/Lndg - VOR/TVOR	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----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 - 642
SE LAND,ME LAND	Months Since - 19	Last 24 Hrs - UNK/NR
	Aircraft Type - J-35	Make/Model- 40
		Instrument- 86
		Last 30 Days- 8
		Last 90 Days- 16
		Multi-Eng - 38

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT HAD BEEN CLEARED FOR THE VOR APPROACH AT MITCHELL MUNICIPAL ARPT AT APPROX 1915 CST. THE ACFT COLLIDED WITH THE GROUND IN A SLIGHT NOSE DOWN ATTITUDE ABOUT 12 MILES NORTHWEST OF THE ARPT AT THE POINT WHERE THE PROCEDURE TURN INTERSECTED THE INBOUND COURSE. IT WAS A DARK NIGHT WITH LITTLE SURFACE ILLUMINATION AND IMC EXISTED AT THE TIME OF THE ACCIDENT. THE INVESTIGATION DISCLOSED NO EVIDENCE OF AIRFRAME, ENG, OR SYSTEM MALFUNCTION.

Brief of Accident (Continued)

File No. - 1894

10/25/87

MITCHELL, SD

A/C Reg. No. N1257E

Time (Lcl) - 1927 CST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - LOW CEILING
 2. WEATHER CONDITION - FOG
 3. LIGHT CONDITION - DARK NIGHT
 4. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 5. 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 1918 11/24/87 ABERDEEN,SD A/C Reg. No. N1380Q Time (Lcl) - 2030 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	1
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 150L	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - ACFT RADIO	SKY RANCH,SD	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ABERDEEN MUNI
Wind Dir/Speed- 160/004 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 1100 FT OVERCAST	Type Apch/Lndg - STRAIGHT-IN	Runway Status - WET
Obstructions to Vision- BLOWING SNOW	FORCED LANDING	
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 389
SE LAND	Months Since - 0	Last 24 Hrs - 6
	Aircraft Type - C-150	Make/Model- 20
		Instrument- 0
		Last 30 Days- UNK/NR
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PLT WAS RETURNING HOME WITH HIS SON AND ENCOUNTERED MARGINAL VFR WEATHER. THE FLIGHT CONTINUED THROUGH FREEZING RAIN AND SNOW AT BELOW FREEZING TEMPERATURES FOR OVER TWENTY MINUTES. WHEN CARBURETOR HEAT WAS APPLIED FOR LANDING, THE PLT REPORTED THAT THE ENGINE QUIT AT 3000 FEET AGL AND A FORCED LANDING WAS MADE ON A CITY STREET. AT TOUCHDOWN, THE WING STRUCK TREE BRANCHES. THE NOSE GEAR COLLAPSED AND THE AIRCRAFT NOSED OVER. A POST ACCIDENT ENGINE INSPECTION DID NOT REVEAL REASON FOR POWER LOSS. AN ENGINE RUN SHOWED SATISFACTORY OPERATION FROM IDLE TO FULL POWER.

Brief of Accident (Continued)

File No. - 1918

11/24/87

ABERDEEN,SD

A/C Reg. No. N1380Q

Time (Lcl) - 2030 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
 1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)
 4. LIGHT CONDITION - DARK NIGHT
 5. TERRAIN CONDITION - NONE SUITABLE

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
 6. OBJECT - TREE(S)

Occurrence #4 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1834 10/08/87 MEMPHIS,TN

A/C Reg. No. N9231

Time (Lcl) - 2215 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-CONNIE KALITIA SERVICES	SUBSTANTIAL		Fatal	1	0	0
Type of Operation	-NON SCHED,DOMESTIC,CARGO	Fire	Crew	Pass	0	0	0
Flight Conducted Under	-14 CFR 135	NONE			0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- HAMILTON HA-1	Eng Make/Model	- AIRESEARCH TPE 331-1-101	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 11500	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 665 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CINCINNATI,OH	MEMPHIS INT'L
Wind Dir/Speed- 140/010 KTS	ATC/Airspace	Runway Ident - 36R
Visibility - 15.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 8400/ 150
Lowest Sky/Clouds - CLEAR	Type of Clearance - IFR	Runway Surface - CONCRETE
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(BRIGHT)		

-----Personnel Information-----

Pilot-In-Command	Age - 26	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - UNK/NR	Total - 1913
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - UNK/NR
	Aircraft Type - BE18	Make/Model- 64
		Instrument- 129
		Multi-Eng - 1522
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER T/O PIC WAS TOLD BY TWR THAT TAIL STAND, USED TO PREVENT ACFT FROM TIPPING ON TAIL WHEN LOADED, WAS STILL ATTACHED TO ACFT. PIC REQ TEARDROP TURN BACK TO DEPARTURE RWY. APPROACH CONTROLLER STATED HE SAW MODE C INDICATION OF 700'. A/P ELEV. IS 332'. ACFT WAS RETURNING TO RWY 36R WHEN IT STALLED, RECOVERY WAS ATTEMPTED, AND ACFT IMPACTED GROUND PRIOR TO COMPLETION OF LEVEL OFF. ACFT WAS 379 LBS OVR MAX TAKEOFF WEIGHT AND CG WAS AT LEAST 3" FWD OF THE LIMIT. NO RECORD OF LOAD MANIFEST WAS FOUND. PIC HAD LOW PIC EXPERIENCE AND RECEIVED 2.7 DOCUMENTED FLT HOURS WITH THE OPERATOR'S INSTRUCTOR PILOT INCLUDING HIS 135 COMPETENCY CHECK RIDE OF 1.1 HOURS. OPERATOR'S INITIAL TRAINING CERTIFICATION OF PIC SHOWED 5 HOURS OF FLIGHT TRAINING. ACFT WAS A MODIFIED BEECH TC-45J.

Brief of Accident (Continued)

File No. - 1834

10/08/87

MEMPHIS, TN

A/C Reg. No. N9231

Time (Lcl) - 2215 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - NOT PERFORMED - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
4. LIGHT CONDITION - BRIGHT NIGHT
5. INADEQUATE INITIAL TRAINING - COMPANY/OPERATOR MANAGEMENT
6. DIVERTED ATTENTION - PILOT IN COMMAND
7. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
8. 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) 7,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,5,6

Brief of Accident

File No. - 1835 10/08/87 COLLEGE DALE, TN A/C Reg. No. N5988P Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -BUSINESS	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-24-180	Eng Make/Model - LYCOMING O-360-A1A	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2550	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CHATTANOOGA, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	COLLEGE DALE MUNICIPAL
Wind Dir/Speed- 315/005 KTS	ATC/Airspace	Runway Ident - 03
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3335/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 60	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 970
SE LAND, ME LAND	Months Since - 23	Make/Model- 90
	Aircraft Type - C-172	Instrument- 288
		Multi-Eng - 9
		Last 24 Hrs - 2
		Last 30 Days- UNK/NR
		Last 90 Days- 23

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE TOUCHED DOWN WHILE THE LDG GEAR WERE EXTENDING. A WITNESS REPORTED THAT THE ACFT BEGAN THE LDG FLARE WITH THE GEAR COMPLETELY RETRACTED, AND THAT THE GEAR BEGAN TO EXTEND WHEN THE AIRPLANE WAS 3-4 FT ABOVE THE RWY. THE MAIN LDG GEAR CONTACTED THE RWY AND COLLAPSED. THE ENGINE SOUND IMMEDIATELY INCREASED TO A "HIGH PWR LEVEL" AND THE ACFT LIFTED OFF AT A HIGH CLIMB ANGLE. AT 10-12 FT AGL, THE ENGINE SOUND "CUT SHARPLY" AND THE ACFT DROPPED BACK TO THE RWY AND SLID TO A STOP. ANOTHER WITNESS REPORTED THAT AS THE ACFT CROSSED THE RWY THRESHOLD, THE PLT WAS ADVISED VIA UNICOM TO CHECK HIS LDG GEAR. THE WITNESS OBSERVED THE LDG GEAR BEGIN TO EXTEND SHORTLY THEREAFTER.

Brief of Accident (Continued)

File No. - 1835

10/08/87

COLLEGEDALE, TN

A/C Reg. No. N5988P

Time (Lc1) - 1845 EDT

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - DELAYED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
4. ABORTED LANDING - ATTEMPTED -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1972 10/18/87 WHITWELL,TN

A/C Reg. No. N792G

Time (Lcl) - 1400 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	0
Accident Occurred During	-LANDING	0	0	0	0

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - GROB G-102
Landing Gear - HULL
Max Gross Wt - 836
No. of Seats - 1

Eng Make/Model - N/A
Number Engines - N/A
Engine Type - N/A
Rated Power - N/A

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
WHITWELL,TN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY
SNOW - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
GLIDER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 103

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 380
Make/Model- 20
Instrument- 15
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE GLIDER PLT MADE AN OFF-ARPT LDG AFTER REALIZING THAT HE DIDN'T HAVE ENOUGH ALTITUDE TO RETURN TO HIS DEPARTURE POINT. DURING LDG ROLLOUT ON UNEVEN TERRAIN, ONE OF THE WINGTIPS CONTACTED THE TERRAIN AND THE GLIDER GROUND-LOOPED.

Brief of Accident (Continued)

File No. - 1972

10/18/87

WHITWELL, TN

A/C Reg. No. N792G

Time (Lc1) - 1400 CDT

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - INACCURATE - PILOT IN COMMAND

Occurrence #2 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - ROUGH/UNEVEN
3. DISTANCE - MISJUDGED - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 1956 11/27/87 OLIVER SPRINGS, TN A/C Reg. No. N98BS Time (Lc1) - 1552 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
Type of Operation -PERSONAL	Fire	Crew 1	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0	
Accident Occurred During -DESCENT						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 118 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	KNOWVILLE, TN	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	OAK RIDGE, TN	OAK RIDGE
Wind Dir/Speed- 360/004 KTS	ATC/Airspace	Runway Ident - 15
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 5500 FT OVERCAST	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2500
SE LAND, ME LAND	Months Since - 19	Make/Model- 2000
	Aircraft Type - PA-23	Instrument- UNK/NR
		Multi-Eng - 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT HAD DEPTD FROM A SMALL AIRPORT NR KINGSTON, TN MID AFTERNOON AND HAD LANDED AT ANOTHER ABOUT 30 NMI TO THE NE. HE REMAINED ON THE GROUND 30-45 MIN DEPARTING BETWEEN 1530-1545. ACCORDING TO INFO GATHERED, THE AIRCRAFT WAS OBSERVED TO FLY OVER THE OAK RIDGE AIRPORT, 15 NMI W, FROM W TO E, MAKE A LEFT TURN TO A LOW DOWNWIND, AND DURING A LEFT TURN TO FINAL, COLLIDE WITH UNMARKED TRANSMISSION LINES AND CRASH INTO THE TREES ABOUT ONE MILE N OF THE TURF RUNWAY THRESHOLD. THE PLT WAS FLYING FROM THE RT SEAT. THE NORMAL TRAFFIC PATTERN FOR THE PVT AIRSTRIP IS EXTENDED ACROSS A RIDGE, LEFT TURN TO BASE AND FLY THE FINAL THROUGH A GAP IN THE MOUNTAINS. THE AIRPORT IS SHOWN ON THE ATL VFR CHART AS A PVT FLD NOT FOR PUBLIC USE. THE AOPA AIRPORT DIRECTORY LIST OBSTRUCTIONS AS "HILLS, MOUNTAINS, POWERLINES."

Brief of Accident (Continued)

File No. - 1956

11/27/87

OLIVER SPRINGS, TN

A/C Reg. No. N98BS

Time (Lcl) - 1552 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 3. ALTITUDE - IMPROPER - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 5. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

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) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 1882 3/02/87 FRIENDSWOOD, TX A/C Reg. No. N815DB Time (Lcl) - 1650 CST

-----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	1	0
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - STRISSEL PITTS S1S	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - UNK/NR	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	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	FRIENDSWOOD, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 150/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - N/A
Obstructions to Vision- NONE	FORCED LANDING	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 31	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 6439
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- 37
GLIDER	Aircraft Type - UNK/NR	Instrument- 648
		Multi-Eng - 5520
		Last 24 Hrs - 4
		Last 30 Days- 35
		Last 90 Days- 35

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PROP SEPARATED DURING FLT AND THE PLT WAS FORCED TO LAND THE ACFT ON ROUGH TERRAIN. INVESTIGATION REVEALED THAT THE PROP HAD SEPARATED AS A RESULT OF A PREVIOUSLY EXISTING CRACK IN THE ENG CRANKSHAFT. THE ENG HAD BEEN REBUILT FROM COMPONENTS SALVAGED FROM AN ENG INVOLVED IN A PREVIOUS WRECK AND INSTALLED BY A NON-CERTIFICATED MECHANIC.

Brief of Accident (Continued)

File No: - 1882

3/02/87

FRIENDSWOOD, TX

A/C Reg. No. N815DB

Time (Lc1) - 1650 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES - SEPARATION
2. ENGINE ASSEMBLY, CRANKSHAFT - FAILURE, TOTAL
3. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
4. MAINTENANCE, MAJOR REPAIR - INADEQUATE - UNQUALIFIED PERSON

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1858 5/23/87 TERRELL, TX A/C Reg. No. N59MA Time (Lcl) - 1400 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 -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - MONI MOTOR GLIDER
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - K.F.M. 107E MAXI
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 - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TERRELL, TX
Destination
PLANO, TX

Airport Proximity
ON AIRPORT

Airport Data

TERRELL MUNI
Runway Ident - 17
Runway Lth/Wid - 4000 -UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 45

Biennial Flight Review

Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 54	Last 24 Hrs	- 1
Make/Model-	26	Last 30 Days-	UNK/NR
Instrument-	2	Last 90 Days-	11

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THE COCKPIT CANOPY OPENED DURING INITIAL CLIMB AT ABOUT 12 FEET AGL AND THAT THIS DISRUPTED THE AIR FLOW SUFFICIENTLY THAT THE AIRCRAFT BECAME UNCONTROLLABLE. THE AIRCRAFT SETTLED BACK ONTO THE RUNWAY WITH A HARD TOUCHDOWN AND THEN DEPARTED THE RUNWAY INTO THE GRASS. THE PILOT STATED THAT THE CANOPY WAS PROPERLY CLOSED AND LOCKED BEFORE THE TAKEOFF WAS STARTED.

Brief of Accident (Continued)

File No. - 1858

5/23/87

TERRELL, TX

A/C Reg. No. N59MA

Time (Lcl) - 1400 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. DOOR, EXTERIOR CREW - UNLOCKED
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

2. REMEDIAL ACTION - NOT POSSIBLE - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1851 5/23/87 MCKINNEY, TX A/C Reg. No. N777HL Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	1	0	0
NONE	Pass	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - NORTH AMERICAN SNJ-5
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 6000
No. of Seats - 2

Eng Make/Model - P & W R-1340-AN1
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 600 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - TV WX
Method - TV/RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ADDISON, TX
Destination
MCKINNEY, TX

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FULL STOP

Airport Proximity
ON AIRSTRIP

Airport Data

AERO COUNTRY
Runway Ident - 35
Runway Lth/Wid - 2950/ 40
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 39

Biennial Flight Review

Current - YES
Months Since - 22
Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1200	Last 24 Hrs	- 4
Make/Model-	150	Last 30 Days-	20
Instrument-	154	Last 90 Days-	75
Multi-Eng	- 60		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT REPORTEDLY MADE A NORMAL TOUCHDOWN IN A CALM WIND CONDITION. DURING THE LANDING ROLLOUT, HOWEVER, HE APPLIED EXCESSIVE BRAKING. THIS CAUSED THE TAIL WHEEL EQUIPPED AIRCRAFT TO NOSE OVER INTO AN INVERTED ATTITUDE.

Brief of Accident (Continued)

File No. - 1851

5/23/87

MCKINNEY, TX

A/C Reg. No. N777HL

Time (Lcl) - 1130 CDT

Occurrence #1 NOSE OVER

Phase of Operation LANDING - ROLL

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. - 1937 5/27/87 GRAND PRAIRIE, TX A/C Reg. No. N41788 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	0	0	2
Pass		0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE

-----Aircraft Information-----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

Eng Make/Model - LYCOMING IO-360-C1E6
Number Engines - 2
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 - VRS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - 10000 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 - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GRAND PRAIRIE MUNICIPAL
Runway Ident - 17
Runway Lth/Wid - 4000/ 75
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 24

Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1508	Last 24 Hrs	- 3
Make/Model-	103	Last 30 Days-	UNK/NR
Instrument-	118	Last 90 Days-	118
Multi-Eng -	278		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LANDING ROLL THE RIGHT MAIN LANDING GEAR TIRE FAILED CAUSING A LOSS OF DIRECTIONAL CONTROL. THE ACFT DEPARTED THE RIGHT SIDE OF THE RWY, AND THE RIGHT MAIN LANDING GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 1937

5/27/87

GRAND PRAIRIE, TX

A/C Reg. No. N41788

Time (Lcl) - 1700 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, TIRE - BURST

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - COPILOT

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. LANDING GEAR, MAIN GEAR - OVERLOAD
4. LANDING GEAR, MAIN GEAR - FAILURE, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 1883 6/08/87 EGYPT,TX A/C Reg. No. N6667Q Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation -AERIAL APPLICATION	Fire	Crew	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN G-164B	Eng Make/Model - P&W R-1340-AN-1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 100/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 4000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
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,CFI	Current - YES	Total - 15000
SE LAND,ME LAND,SE SEA	Months Since - 3	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 8000
		Last 30 Days- 100
		Instrument- 1000
		Last 90 Days- 300
		Multi-Eng - 2000

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT EXPERIENCED A POWER LOSS DRNG AN AERIAL APP MANEUVER. DURING THE ENSUING EMERG LNDG, THE LEFT WING STRUCK HIGH WEEDS ON THE SHOULDER OF A ROAD, VEERED LEFT INTO A DITCH, AND FLIPPED OVER. INVESTIGATION REVEALED NO. 7 CYLINDER HAD A PRE-EXISTING CRACK IN ITS DOME. IN ADDITION, FUEL CONTAMINATION, IN THE FORM OF WATER, WAS FOUND IN SUFFICIENT QUANTITY TO AFFECT THE ENG'S ABILITY TO DEVELOP FULL PWR.

Brief of Accident (Continued)

File No. - 1883

6/08/87

EGYPT, TX

A/C Reg. No. N6667Q

Time (Lcl) - 1430 CDT

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY, CYLINDER - CRACKED
 2. ENGINE ASSEMBLY, CRANKSHAFT - FATIGUE
 3. FLUID, FUEL - CONTAMINATION
 4. FUEL SYSTEM - WATER
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - HIGH VEGETATION
 6. TERRAIN CONDITION - DITCH
 7. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #4 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1857 8/03/87 HEREFORD, TX A/C Reg. No. N6809M Time (Lcl) - 1650 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-BUSINESS	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	1	0
Accident Occurred During	-TAKEOFF	ON GROUND	Pass 0	0	1	0

-----Aircraft Information-----

Make/Model	- STINSON 108-3	Eng Make/Model	- FRANKLIN 6A4-165-B3	ELT Installed/Activated	- UNK/NR
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 165 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 - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">DALLAS, TX</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - NONE</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>Runway Ident - N/A</p> <p>Runway Lth/Wid - N/A</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - UNK/NR</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - EXPIRED</p> <p>Flight Time (Hours)</p> <p style="padding-left: 20px;">Total - 590</p> <p style="padding-left: 20px;">Make/Model- UNK/NR</p> <p style="padding-left: 20px;">Instrument- UNK/NR</p> <p style="padding-left: 20px;">Multi-Eng - UNK/NR</p> <p style="padding-left: 20px;">Last 24 Hrs - UNK/NR</p> <p style="padding-left: 20px;">Last 30 Days- UNK/NR</p> <p style="padding-left: 20px;">Last 90 Days- UNK/NR</p> <p style="padding-left: 20px;">Rotorcraft - UNK/NR</p>
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Instrument Rating(s) - NONE

-----Narrative-----

THE ACFT WAS TAKING OFF FROM A STATE HWY WITH A TRUCK BLOCKING TRAFFIC AT THE END OF A 2,500 FOOT STRETCH. THE PLT ELECTED TO TKOF TOWARD THE TRUCK, HOWEVER, DURING THE TKOF RUN, HE REALIZED THAT HE COULD NOT CLEAR THE TRUCK AND PULLED UP SHARPLY. DRNG THE PULL UP THE ACFT STALLED AND IMPACTED THE GRND IN A NOSE LOW, WINGS LEVEL ATTITUDE. THE PLT STATED THAT DRNG THE TKOF THE ENG APPEARED TO BE OPERATING NORMALLY. (EVIDENCE INDICATED THAT THE PLT HAD INTENTIONALLY LANDED ON THE ROAD TO VISIT A BUSINESS ASSOCIATE, HOWEVER, HE INDICATED IN AN INITIAL INTERVIEW THAT HE HAD LANDED DUE TO A ROUGH RUNNING ENG THAT ALLEVIATED ITSELF ONCE HE WAS ON THE GRND. THE PLT DID NOT FILE AN ACC REPORT TO COMPLETE THE REQUIRED INFORMATION.)

Brief of Accident (Continued)

File No. - 1857

8/03/87

HEREFORD, TX

A/C Reg. No. N6809M

Time (Lc1) - 1650 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
 3. AIRSPEED(VLOF) - NOT OBTAINED - PILOT IN COMMAND
 4. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - INITIAL CLIMB

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 1849 9/15/87 CORPUS CHRISTI, TX A/C Reg. No. N6035L Time (Lc1) - 1940 CDT

-----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	1	0	0	0
Accident Occurred During -DESCENT			3	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN 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 - YES
Max Gross Wt - 2200	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 CORPUS CHRISTI, TX	OFF AIRPORT/STRIP
Method - N/A	Destination	Airport Data
Completeness - N/A	LOCAL	Runway Ident - N/A
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - N/A
Wind Dir/Speed- 140/018 KTS	Type of Flight Plan - NONE	Runway Surface - N/A
Visibility - 15.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - N/A	Type Apch/Lndg - NONE	
Lowest Ceiling - 25000 FT BROKEN		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - NO	Total - 688
SE LAND	Months Since - 30	Make/Model- 3
	Aircraft Type - 7ACA	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) - UNK/NR

-----Narrative-----

THE AIRCRAFT EXCEEDED MAXIMUM ALLOWABLE TAKEOFF WEIGHT AND AFT CENTER OF GRAVITY LIMITS. THE AIRCRAFT HAD TWO PASSENGERS IN THE REAR SEATS. THE OPERATOR'S MANUAL STATES THAT NO PASSENGERS ARE PERMITTED IN THE REAR SEATS DURING AEROBATIC MANEUVERS. THE PILOT WAS OBSERVED PERFORMING A SERIES OF STEEP CLIMBS, TURNS, AND DIVES, JUST PRIOR TO THE ACCIDENT. ACCORDING TO WITNESSES, THE AIRCRAFT WAS PERFORMING "HAMMER HEAD STALLS" AND "RETURN-TO-TARGET" MANEUVERS. ONE WITNESS STATED THAT HE OBSERVED THE AIRCRAFT IN A SPIRALING DESCENT JUST PRIOR TO IMPACT. THE AIRCRAFT IMPACTED THE TERRAIN IN A NEAR FLAT ATTITUDE. ALL FOUR OCCUPANTS OF THE AIRCRAFT HAD RECENTLY COMPLETED NAVY INDOC TRAINING AND WERE TO BEGIN NAVAL FLIGHT TRAINING.

Brief of Accident (Continued)

File No. - 1849

9/15/87

CORPUS CHRISTI, TX

A/C Reg. No. N6035L

Time (Lc1) - 1940 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
3. JUDGEMENT - POOR - PILOT IN COMMAND
4. AEROBATICS - PERFORMED - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. STALL - INADVERTENT - PILOT IN COMMAND
7. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
8. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1861 10/12/87 BAY ST. LOUIS, TX A/C Reg. No. N5770M Time (Lcl) - 2300 CDT

----Basic Information----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

----Aircraft Information----

Make/Model - CESSNA 310P
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-VO
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

----Environment/Operations Information----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data

STENNIS FIELD
Runway Ident - UNK/NR
Runway Lth/Wid - 8500/ 150
Runway Surface - ASPHALT
Runway Status - DRY

----Personnel Information----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 51

Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 4684	Last 24 Hrs	- 11
Make/Model-	49	Last 30 Days-	UNK/NR
Instrument-	54	Last 90 Days-	34
Multi-Eng	- 159		

Instrument Rating(s) - AIRPLANE

----Narrative----

ACCORDING TO THE PLT, THE ACFT WAS BEING TAXIED TO TAKEOFF WHEN IT STRUCK A DRAINAGE DITCH AT APPROXIMATELY 65 MPH, COLLAPSING THE LANDING GEAR, DAMAGING BOTH WINGS, BOTH ENGINES, PROPS & THE FUSELAGE STRUCTURE. AFTER THIS ACCIDENT THE ACFT WAS SEIZED BY U.S. CUSTOMS.

Brief of Accident (Continued)

File No. - 1861

10/12/87

BAY ST. LOUIS, TX

A/C Reg. No. N5770M

Time (Lc1) - 2300 CDT

Occurrence #1 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. TERRAIN CONDITION - DITCH
 2. TAXISPEED - EXCESSIVE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 4. LIGHT CONDITION - DARK NIGHT
-

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) 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. - 1855 12/27/87 GAINESVILLE, TX A/C Reg. No. N63385 Time (Lcl) - 1200 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew 0
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 270/003 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
MCKINNEY, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GAINESVILLE MUNI
Runway Ident - 35
Runway Lth/Wid - 4500/ 100
Runway Surface - DIRT
Runway Status - SOFT

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 25
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 404 Last 24 Hrs - 1
Make/Model- 382 Last 30 Days- 21
Instrument- 0 Last 90 Days- 76

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST ENGINE POWER DUE TO A THROTTLE CABLE WHICH FAILED DURING FLIGHT. HE THEN MADE A 360 DEGREE TURN TO LOSE ALTITUDE BEFORE INITIATING AN EMERGENCY LANDING ON AN AIRPORT. HE LOST EXCESSIVE ALTITUDE DURING THE TURN WHICH RESULTED IN AN OFF-AIRPORT LANDING IN A SOFT FIELD. DURING THE EMERGENCY LANDING, INITIAL CONTACT WAS MADE BY THE RIGHT MAIN LANDING GEAR, FOLLOWED BY THE NOSE GEAR, AND THEN THE RIGHT WING TIP.

Brief of Accident (Continued)

File No. - 1855

12/27/87

GAINESVILLE, TX

A/C Reg. No. N63385

Time (Lcl) - 1200 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. THROTTLE/POWER LEVER, CABLE - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. PLANNED APPROACH - POOR - PILOT IN COMMAND

Occurrence #3 GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - SOFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1898 9/07/87 DELTA,UT A/C Reg. No. N3037L Time (Lcl) - 1330 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	1	0	0	0
Pass	0	2	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 310J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5100
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-470-U
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data
Wx Briefing - FSS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 120/006 KTS
Visibility - 50.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
PROVO,UT
Destination
SANTA BARBARA,CA
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 30
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-44

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 333
Make/Model- 10
Instrument- 56
Multi-Eng - 33
Last 24 Hrs - 1
Last 30 Days- UNK/NR
Last 90 Days- 153
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED AFTER THE ACC THAT HE WAS NOT FAMILIAR WITH THE FUEL SYSTEM ON THE CESSNA 310. THE MAIN FUEL TANKS ARE ON THE WING TIPS AND THE AUX TANKS ARE IN THE WINGS. THE PLT THOUGHT THE OPPOSITE. THE PLT DEPARTED AND WAS BURNING FUEL FROM THE MAIN TANKS WHEN THE ENGS QUIT AT 13,000 FT. HE SWITCHED TO THE AUX TANKS AND DID NOT GET A RESTART AFTER 10 SECS. THE PLT SWITCHED BACK TO THE MAIN TANKS AND WAS UNABLE TO RESTART THE ENGS. AN EMERG LANDING WAS MADE IN A FIELD. EXAM OF ACFT REVEALED THE MAIN TANKS WERE EMPTY AND THE AUX TANKS WERE NEARLY FULL. ACCORDING TO ENGINEERS AT THE CESSNA ACFT CO, THE AVG TIME NEEDED FOR FUEL TO FLOW TO THE ENG AFT THE SELECTOR VALVE HAS BEEN MOVED FM ONE FUEL TANK POSITION TO ANOTHER IS APPROX 15 SECONDS. THE PLT WAS AWARE THAT NONE OF THE FUEL GAGES WERE WORKING ON THE ACFT.

Brief of Accident (Continued)

File No. - 1898

9/07/87

DELTA,UT

A/C Reg. No. N3037L

Time (Lcl) - 1330 MDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INOPERATIVE
2. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - ATTEMPTED - PILOT IN COMMAND
3. FLUID,FUEL - STARVATION
4. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. FUEL CONSUMPTION CALCULATIONS - INADEQUATE - PILOT IN COMMAND
6. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
7. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
8. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

9. TERRAIN CONDITION - OPEN FIELD
10. TERRAIN CONDITION - CROP
11. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,6

Factor(s) relating to this accident is/are finding(s) 1,2,7,8,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1900 11/25/87 KNOLLS,UT A/C Reg. No. N2EE Time (Lcl) - 1830 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH J35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470-C
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 - IMC

Wind Dir/Speed- 360/020 KTS

Visibility - 20.0 SM

Lowest Sky/Clouds - 1000 FT SCATTERED

Lowest Ceiling - 5000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAN JOSE,CA

Destination

SALT LAKE CITY,UT

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - SNOW - CRUSTED

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - M-20J

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 2409

Make/Model- 143

Instrument- 48

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 20

Last 90 Days- 31

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE LAST COMM WITH THE FLT WAS WHEN THE PLT CONTACTED ELKO RADIO AND REQUESTED THE SALT LAKE CITY WX. HE REPORTED THAT HE WAS AT 11500 FT AND VFR ON TOP. THE SPECIALIST ON DUTY WAS UNABLE TO PROVIDE THE WX INFO DUE TO A COMPUTER SYS OUTAGE BUT RECOMMENDED THAT THE PLT CTC CEDAR CITY FLT WATCH FOR WX INFO. NO REC OF ANY FURTHER CONTACTS BY THE PLT COULD BE FOUND. APPROX 1 HR LATER, A WITNESS RPTD SEEING ACFT LIGHTS AT A LOW ALTITUDE HEADING IN A SOUTHERLY DIRECTION, NEAR THE CRASH SITE. THE WITNESS STATED THAT THE WX AT THE TIME WAS SNOW AND ICY CONDITIONS AND THE STATE HWY PATROL CONFIRMED THAT BLIZZARD CONDITIONS EXISTED IN THE AREA. EXAM OF THE WRECKAGE REVEALED THAT THE ACFT DESCENDED INTO THE DESERT IN A SLIGHT NOSE DOWN, STEEP RIGHT WING DOWN ATTITUDE ON A TRACK OF 170 DEGREES. NO EVIDENCE OF MECH FAILURE/MALF OF THE ACFT OR ITS ENG WAS FOUND. THE PLT HAD A PRIOR HISTORY OF HYPOXIC PROBLEMS. THE ALT AT WHICH HE LAST REPORTED WAS IN THE AVERAGE SUB-HYPOXIC RANGE.

Brief of Accident (Continued)

File No. - 1900

11/25/87

KNOLLS,UT

A/C Reg. No. N2EE

Time (Lc1) - 1830 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - ICING CONDITIONS
 2. WEATHER CONDITION - LOW CEILING
 3. WEATHER CONDITION - SNOW
 4. LIGHT CONDITION - DARK NIGHT
 5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
 6. SPATIAL DISORIENTATION - PILOT IN COMMAND
 7. PHYSICAL IMPAIRMENT(ANOXIA/HYPOXIA) - 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) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,7

Brief of Accident

File No. - 1981 12/14/87 DRAPER,UT A/C Reg. No. N2138J Time (Lcl) - 1858 MST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0

Type of Operation -POSITIONING
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 260/004 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - 6500 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
SALT LAKE CITY,UT
Destination
PROVO,UT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - VFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 27
Biennial Flight Review
Current - YES
Months Since - 19
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 961
Last 24 Hrs - UNK/NR
Make/Model- 123
Last 30 Days- UNK/NR
Instrument- 85
Last 90 Days- UNK/NR
Multi-Eng - 255

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A NGT FLT TO REPOSITION THE ACFT TO ITS HOME BASE, THE ENG LOST PWR AS THE PLT WAS CRUISING AT ABOUT 1000' AGL. HE TRANSMITTED A "MAYDAY" CALL & MANEUVERED THE ACFT TO MAKE A FORCED LNDG ON AN INTERSTATE HIWAY. WHILE APCHG TO LND, THE ACFT STRUCK THE TOP (GROUND) WIRE OF A PWR LINE THAT CROSSED THE HIWAY IN THAT AREA. THE ACFT THEN FLIPPED OVER & FELL ON THE NORTHBOUND LANES OF THE HIWAY. A TEAR DOWN OF THE ENG REVEALED THE ACCESSORY DRIVE GEAR ATTACHING BOLT (PN: STD-847) HAD BACKED OUT, ALLOWING THE DRIVE GEAR TO LOOSEN. THIS RESULTED IN A LOSS OF SYNCHRONIZATION OF VALVE & IGNITION TIMING. AN INCORRECTLY SIZED HELI-COIL, USED TO REPAIR THE GEAR ATTACHING THREADS, WAS FOUND INSTALLED IN THE CRANKSHAFT.

Brief of Accident (Continued)

File No. - 1981

12/14/87

DRAPER,UT

A/C Reg. No. N2138J

Time (Lcl) - 1858 MST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. MAINTENANCE,INSTALLATION - IMPROPER -
 2. ACCESSORY DRIVE ASSY,DRIVE GEAR - LOOSE
 3. ACCESSORY DRIVE ASSY,DRIVE GEAR - DISENGAGED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. OBJECT - WIRE,TRANSMISSION
 5. LIGHT CONDITION - NIGHT
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 1952 10/12/87 ST. THOMAS,VI A/C Reg. No. N6475Y Time (Lcl) - 1608 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Injuries			
	Fatal	Serious	Minor	None
Crew	0	0	1	0
Pass	1	1	3	0

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5200
No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-C4B5
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - MILITARY
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 130/011 KTS
Visibility - 40.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
FAJARDO,PR

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

CYRIL E KING
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - WATER-CALM

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 34

Biennial Flight Review

Current - NO
Months Since - 60
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 346	Last 24 Hrs -	1
Make/Model-	7	Last 30 Days-	2
Instrument-	23	Last 90 Days-	7
Multi-Eng -	73		

Instrument Rating(s) - NONE

-----Narrative-----

AFTER DEPARTURE, APRX 3 MILES WEST OF THE ARPT AT ST. THOMAS, THE PLT REPORTED TO THE TOWER THAT THE FLT WAS RETURNING TO LAND DUE TO A LOSS OF POWER FROM THE LEFT ENG. HE SECURED IT, RETURNED TO LAND, & ON SHORT FINAL, POSITIONED THE LANDING GEAR SELECTOR HANDLE DOWN, BUT WITH NO RESULTS. THE TOWER THEN ADVISED THE PLT THAT THE HYDRAULIC PUMP WHICH EXTENDS THE GEAR AND FLAPS IS LOCATED ON THE LT ENG. THE PLT THEN PERFORMED A GO AROUND, PUMPED THE GEAR DOWN, & WHILE ON BASE TO FINAL, ADVISED THE TOWER THAT THE RT ENG WAS MISSING. AFTER TURNING FINAL THE PLT ADVISED THE TOWER THAT THE ACFT WAS GOING IN THE WATER. EXAMINATION OF THE ACFT & ENGS REVEALED NO EVIDENCE OR PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 1952

10/12/87

ST. THOMAS, VI

A/C Reg. No. N6475Y

Time (Lcl) - 1608 AST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. 1 ENGINE -
2. UNDETERMINED
3. COWL FLAP POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND
7. GO-AROUND - PERFORMED - PILOT IN COMMAND

Occurrence #3 LOSS OF ENGINE POWER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

Finding(s)

8. ALL ENGINES -
9. UNDETERMINED

Occurrence #4 DITCHING
Phase of Operation DESCENT - EMERGENCY
10. WHEELS DOWN LANDING IN WATER - PERFORMED - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 1929 10/25/87 SNOQUALAMIE PSS,WA A/C Reg. No. N44856 Time (Lc1) - 1900 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	1	0	
Pass 0	0	0	0	

-----Aircraft Information-----

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2325
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - VRS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC

Wind Dir/Speed- CALM
Visibility - .250 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
AUBURN,WA
Destination
YAKIMA,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 - 42
Biennial Flight Review
Current - YES
Months Since - 15
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 253 Last 24 Hrs - 3
Make/Model- 200 Last 30 Days- UNK/NR
Instrument- 8 Last 90 Days- 19

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT WAS ADVISED THAT WITH HIS PROPOSED ROUTE OF FLIGHT VFR WAS NOT RECOMMENDED DUE TO LOW CLOUDS AND MARGINAL VISIBILITY. THE PILOT ELECTED TO FLY THROUGH THE AREA AT NIGHT AND ENCOUNTERED LOW CLOUDS AND MARGINAL VISIBILITY. WHILE ATTEMPTING TO CLIMB THE AIRCRAFT STRUCK TREES.

Brief of Accident (Continued)

File No. - 1929

10/25/87

SNOQUALAMIE PSS,WA

A/C Reg. No. N44856

Time (Lcl) - 1900 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. FLIGHT INTO KNOWN ADVERSE WEATHER - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation CLIMB

Finding(s)

3. OBJECT - TREE(S)
4. WEATHER CONDITION - FOG
5. WEATHER CONDITION - LOW CEILING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - RISING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

Brief of Accident

File No. - 1998 11/21/87 PORT TOWNSEND,WA A/C Reg. No. N4956U Time (Lcl) - 1805 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED						
Type of Operation -PERSONAL	Fire	Crew	Fatal	Injuries			
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	Serious	Minor	None	
Accident Occurred During -CRUISE			0	0	0	0	

-----Aircraft Information-----

Make/Model - CESSNA 210E	Eng Make/Model - CONTINENTAL IO-520A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3100	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	AUBURN,WA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PORT ANGELES,WA	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - RAIN SHOWERS		
Condition of Light - NIGHT(DARK)		

-----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	Current - YES	Total - 2304
SE LAND,ME LAND,SE SEA	Months Since - 2	Make/Model- 132
	Aircraft Type - C-172	Instrument- 155
		Multi-Eng - 240
		Last 24 Hrs - 1
		Last 30 Days- 6
		Last 90 Days- 94

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT FLEW INTO THE SIDE OF MAYNARD MOUNTAIN, THE POINT OF A COASTAL LAND MASS, WHILE ON A NIGHT VFR FLIGHT IN IMC WX CONDITIONS. RADAR DATA SHOWED THE AIRCRAFT ON A STRAIGHT COURSE AT CRUISE AIRSPEED.

Brief of Accident (Continued)

File No. - 1998

11/21/87

PORT TOWNSEND, WA

A/C Reg. No. N4956U

Time (Lcl) - 1805 PST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - DARK NIGHT
6. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE - NORMAL

Finding(s)

7. TERRAIN CONDITION - MOUNTAINOUS/HILLY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,7

Brief of Accident

File No. - 1938 11/27/87 TACOMA, WA

A/C Reg. No. N526DP

Time (Lc1) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Aircraft Damage
MINOR
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	1
Other	0	0	0	0	2

-----Aircraft Information-----

Make/Model - PITTS S-2A
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2500
No. of Seats - 2

Eng Make/Model - LYCOMING AE10-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data
Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 340/005 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - 10000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary
Last Departure Point
SAME AS ACC/INC
Destination
LOCAL
ATC/Airspace
Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
ON AIRPORT

Airport Data
TACOMA NARROWS
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 45
Biennial Flight Review
Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 11440
Make/Model- 502
Instrument- 2256
Multi-Eng - 10390
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- 270

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE CESSNA WAS AT THE RUNUP AREA FOR RUNWAY 35 PREPARING TO DO HIS RUNUP. THREE PITTS AIRCRAFT WERE TAXIING ABREAST OF EACH OTHER, WHEN ONE OF THE PITTS'S PROPELLER STRUCK THE RIGHT WINGTIP OF THE CESSNA CAUSING SUBSTANTIAL DAMAGE TO THE CESSNA AND MINOR DAMAGE TO THE PITTS.

Brief of Accident (Continued)

File No. - 1938

11/27/87

TACOMA, WA

A/C Reg. No. N526DP

Time (Lc1) - 1430 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT IN COMMAND
 3. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - 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

Brief of Accident

File No. - 1938 11/27/87 TACOMA, WA A/C Reg. No. N9134H Time (Lcl) - 1430 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries				
	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew	0	0	0	1
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - STANDING		Other	0	0	0	2

-----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-----

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	HOQUIAM, WA	TACOMA NARROWS
Wind Dir/Speed- 340/005 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 144
SE LAND	Months Since - 21	Make/Model- 144
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE CESSNA WAS AT THE RUNUP AREA FOR RUNWAY 35 PREPARING TO DO HIS RUNUP. THREE PITTS AIRCRAFT WERE TAXIING ABREAST OF EACH OTHER, WHEN ONE OF THE PITTS'S PROPELLER STRUCK THE RIGHT WINGTIP OF THE CESSNA CAUSING SUBSTANTIAL DAMAGE TO THE CESSNA AND MINOR DAMAGE TO THE PITTS.

Brief of Accident (Continued)

File No. - 1938

11/27/87

TACOMA, WA

A/C Reg. No. N9134H

Time (Lc1) - 1430 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. PROCEDURES/DIRECTIVES - IMPROPER - PILOT OF OTHER AIRCRAFT
3. ACFT/EQUIP INADEQUATE, VISUAL RESTRICTION - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

Brief of Accident

File No. - 1852 7/20/87 BANCROFT,WI A/C Reg. No. N4436F Time (Lcl) - 0900 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage SUBSTANTIAL	Injuries			
Type of Operation -AERIAL APPLICATION	Fire	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 137	NONE	Crew 0	0	0	1
Accident Occurred During -LANDING		Pass 0	0	0	0

-----Aircraft Information-----

Make/Model - AYRES 600S-2D	Eng Make/Model - P&W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 6000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BANCROFT INTERNATIONAL
Wind Dir/Speed- 190/005 KTS	ATC/Airspace	Runway Ident - 17
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 18
Lowest Sky/Clouds - 5000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - STRAIGHT-IN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 19610
SE LAND,ME LAND	Months Since - 2	Last 24 Hrs - 2
	Aircraft Type - J-3	Make/Model- 2000
		Last 30 Days- 6
		Instrument- 600
		Last 90 Days- 50
		Multi-Eng - 260

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON LANDING THE AIRCRAFT VEERED TO THE RIGHT. APPLICATION OF LEFT BRAKE AND RUDDER DID NOT ARREST THE TURN. THE AIRCRAFT IMPACTED A FENCE POST RENDERING SUBSTANTIAL DAMAGE TO THE AIRCRAFT. SUBSEQUENT INVESTIGATION REVEALED AN AXLE SPACER ON THE RIGHT WHEEL WAS WORN BEYOND LIMITS. THIS PREVENTED THE WHEEL FROM TURNING.

Brief of Accident (Continued)

File No. - 1852

7/20/87

BANCROFT,WI

A/C Reg. No. N4436F

Time (Lc1) - 0900 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,WHEEL - LOCKED
2. MAINTENANCE,INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - FENCE POST

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 1915 8/09/87 MILWAUKEE, WI A/C Reg. No. N425K Time (Lcl) - 1340 CDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-SCOTT AIR CHARTERED, INC.	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	0	2
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	0	0	0	2
Accident Occurred During	-TAKEOFF						

-----Aircraft Information-----

Make/Model	- BEECH B90	Eng Make/Model	- P&W PT6A-20	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 9650	Engine Type	- TURBOPROP		
No. of Seats	- 7	Rated Power	- 550 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- UNK/NR		
Completeness	- WEATHER NOT PERTINENT	Airport Data	
Basic Weather	- VMC	GENERAL MITCHELL	
Wind Dir/Speed	- 300/014 KTS	Runway Ident	- 01L
Visibility	- 6.0 SM	Runway Lth/Wid	- 9690/ 200
Lowest Sky/Clouds	- 700 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 1400 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- HAZE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP,CFI	Current - YES	Total - 4335	Last 24 Hrs - 2
SE LAND, ME LAND	Months Since - 3	Make/Model - 60	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 736	Last 90 Days - 160
		Multi-Eng - 2000	

Instrument Rating(s) - NONE

-----Narrative-----

ON DEPARTURE THE CREW IDENTIFIED AN IN FLIGHT FIRE. AN IMMEDIATE SHUTDOWN OF ELECTRICAL, ENVIRONMENTAL AND PRESSURIZATION SYSTEMS WAS INITIATED AND A RETURN WAS MADE TO THE AIRPORT WITH A SUCCESSFUL LANDING. THE FIRE WAS DISCOVERED TO HAVE OCCURRED IN THE AREA OF THE PRESSURIZATION SUPERCHARGER AND HAD SUBSTANTIALLY DAMAGED THE AIRCRAFT. THE CREW AND TWO PASSENGERS EVACUATED SUCCESSFULLY WITHOUT INJURY. THE SUPERCHARGER HOSE COLLAPSED FROM DETERIORATION. OIL SPILLAGE DURING SERVICING CONTAMINATED THE HOSE.

Brief of Accident (Continued)

File No. - 1915

8/09/87

MILWAUKEE, WI

A/C Reg. No. N425K

Time (Lcl) - 1340 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIR COND/HEATING/PRESSURIZATION, TURBOCOMPRESSOR - FIRE
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FIRE
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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1868 11/14/87 MANITOWOC,WI A/C Reg. No. N47622 Time (Lcl) - 1650 CST

-----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 -TAKEOFF	Crew Pass	0	0	0	2

-----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 - 2550	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	MANITOWOC,WI	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MANITOWOC COUNTY
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 17
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 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 - 35	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 90
SE LAND	Months Since - 7	Make/Model- 90
	Aircraft Type - PA-28	Instrument- 1
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 10

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT AND HIS TWO PAX WERE ON TAKEOFF ROLL AT THE LOCAL, UNCONTROLLED ARPT. THE PILOT STATED THAT JUST PRIOR TO ROTATION A DEER RAN ONTO THE RUNWAY AND THE RIGHT WING STRUCK THE DEER. THE PILOT ABORTED THE TAKEOFF WITHOUT INCIDENT.

Brief of Accident (Continued)

File No. - 1868

11/14/87

MANITOWOC,WI

A/C Reg. No. N47622

Time (Lc1) - 1650 CST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. OBJECT - ANIMAL(S)
2. ABORTED TAKEOFF - 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

Brief of Accident

File No. - 1867 12/25/87 MT. PLEASANT,WI A/C Reg. No. N6468S Time (Lcl) - 1346 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	1	0
NONE	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 150H
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL D-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- 300/009 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1500 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RACINE,WI
Destination
KENOSHA,WI

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

HORLICK RACINE
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - SOFT
ROUGH

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 28
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 46	Last 24 Hrs - UNK/NR
Make/Model- 3	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

THE STU PLT CLIMBED TO 1600 FT MSL AFT TKOF. SHORTLY AFT LEVEL OFF, THE ENGINE STOPPED. HE ATTEMPTED AN AIR START WITHOUT SUCCESS. DURING THE FORCED LNDG THE NOSE WHEEL DUG IN AND THE ACFT NOSED OVER IN THE SOFT SOIL. DURING A POST CRASH INTERVIEW, THE STU PLT STATED THAT HE THOUGHT THE ENGINE FAILURE MAY HAVE BEEN CAUSED BY CARB ICE. HE STATED THAT HE DID A GROUND CHECK FOR CARB HEAT BUT DID NOT ATTEMPT TO DO ANYTHING IN REGARD TO CARB ICE WHILE IN THE AIR.

Brief of Accident (Continued)

File No. - 1867

12/25/87

MT. PLEASANT, WI

A/C Reg. No. N6468S

Time (Lcl) - 1346 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
 2. CARBURETOR HEAT - IMPROPER USE OF - PILOT IN COMMAND
 3. LACK OF TOTAL EXPERIENCE - 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) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4

Brief of Accident

File No. - 1897 9/13/87 PINEDALE,WY A/C Reg. No. N5059F Time (Lcl) - 1030 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation - PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	ON GROUND	Pass 0	2	0	0
Accident Occurred During -MANEUVERING					

-----Aircraft Information-----

Make/Model - FAIRCHILD HILLER FH-1100	Eng Make/Model - ALLISON 250-C18B	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2750	Engine Type - TURBOSHAFT	
No. of Seats - 5	Rated Power - 274 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- 280/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 221
SE LAND	Months Since - 2	Make/Model- 86
HELICOPTER	Aircraft Type - FH-1100	Instrument- 0
		Last 24 Hrs - 3
		Last 30 Days- UNK/NR
		Last 90 Days- 49
		Rotorcraft - 101

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT AND TWO PASSENGERS HAD FLOWN TO PINEDALE TO FISH. THE PLT STATED THAT HE WAS CRUISING AT AN ALT OF 400 FT AGL AND WAS EXECUTING A RT TURN AT THE REQUEST OF A PAX. HE STATED THAT HE SLOWED THE ACFT, DECREASED THE COLLECTIVE, AND ADDED RT PEDAL AS HE ENTERED THE TURN. THE ACFT BEGAN TO DESCEND RAPIDLY SO HE ATMPD TO CORRECT WITH FULL COLLECTIVE AND AFT CYCLIC CTL, BUT THE ACFT IMPACTED THE GND. THE POSTCRASH EXAM OF THE WRECKAGE REVEALED NO EVIDENCE OF A MECH MALFUNCTION OR FAILURE PRIOR TO THE ACC. THE DENSITY ALT WAS CALCULATED TO BE 9,553 FT. THE BASIC HELICOPTER HANDBOOK STATES THAT TURNS ARE ENTERED FROM STRAIGHT AND LVL FLT BY APPLYING SIDEWARD PRESSURE ON THE CYCLIC. IT ALSO SAYS THAT THIS IS THE ONLY CTL MOVEMENT NECESSARY TO START THE TURN AND THAT PEDALS SHOULD NOT BE USED TO ASSIST THE TURN. WITNESSES INDICATED THAT THE ACFT HAD BEEN FLYING LOW OVER THE AREA THROUGHOUT THE WEEKEND.

Brief of Accident (Continued)

File No. - 1897

9/13/87

PINEDALE,WY

A/C Reg. No. N5059F

Time (Lc1) - 1030 MDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. TERRAIN CONDITION - MOUNTAINOUS/HILLY
2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH DENSITY ALTITUDE
4. LOW PASS - INTENTIONAL - PILOT IN COMMAND
5. ROTORCRAFT FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
7. LACK OF FAMILIARITY WITH GEOGRAPHIC AREA - PILOT IN COMMAND
8. REMEDIAL ACTION - INADEQUATE - PILOT IN COMMAND

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8

Factor(s) relating to this accident is/are finding(s) 1,3,4,6,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 1916 12/26/87 RIVERTON, WY A/C Reg. No. N211T Time (Lcl) - 1200 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	2	0	0
Pass		0	0	0	0

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

-----Aircraft Information-----

Make/Model - PIPER PA-18-125
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

Eng Make/Model - LYCOMING O-290-D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 125 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - SIMULATED FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND,ME LAND

Age - 20
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	393
Make/Model-	61
Instrument-	46
Multi-Eng -	158
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	80

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE INSTRUCTOR PLT AND STUDENT WERE PRACTICING FORCED LANDINGS TO AN OPEN FIELD. THE INSTRUCTOR STATED THAT HE DESCENDED TO APPROX 50 TO 75 FT AGL OVER THE INTENDED LANDING AREA. HE INITIATED A GO AROUND, PULLED UP AND BANKED LEFT TO GO OVER POWERLINES. AT AN ALT OF APPROX 100 TO 150 FT THE ACFT STALLED AND THE INSTRUCTOR WAS UNABLE TO RECOVER BEFORE GROUND IMPACT.

Brief of Accident (Continued)

File No. - 1916

12/26/87

RIVERTON,WY

A/C Reg. No. N211T

Time (Lcl) - 1200 MST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation GO-AROUND (VFR)

1. PULL-UP - EXCESSIVE - PILOT IN COMMAND(CFI)
 2. AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND(CFI)
 3. STALL - INADVERTENT - PILOT IN COMMAND(CFI)
 4. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

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