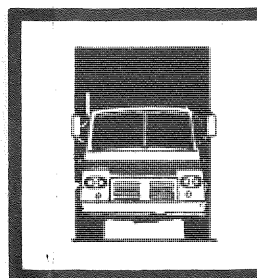
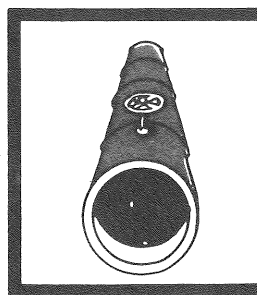
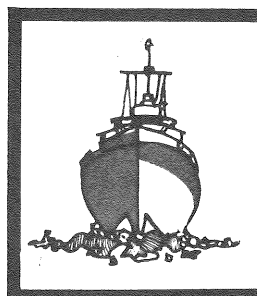
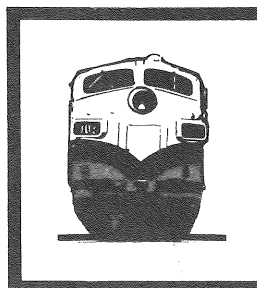
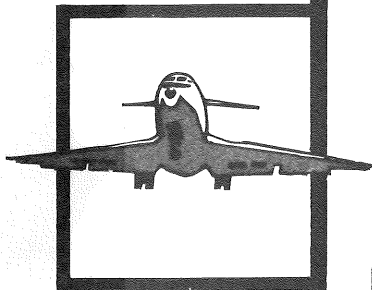
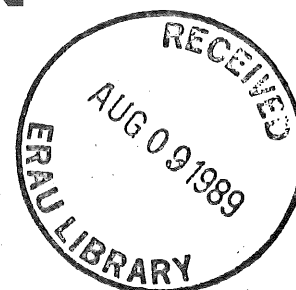


AAB 89/04

PB89-916904



NATIONAL TRANSPORTATION SAFETY BOARD



WASHINGTON, D.C. 20594

AIRCRAFT ACCIDENT REPORT

**BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1987 ACCIDENTS**

NTSB/AAB-89/04

UNITED STATES GOVERNMENT

TECHNICAL REPORT DOCUMENTATION PAGE

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12. Sponsoring Agency Name and Address NATIONAL TRANSPORTATION SAFETY BOARD Washington, D. C. 20594		14. Sponsoring Agency Code	
15. Supplementary Notes			
<p>16. Abstract</p> <p>This publication contains selected aircraft accident reports in Brief Format occurring in U.S. civil and foreign aviation operations during Calendar Year 1987. Approximately 200 General Aviation and Air Carrier accidents contained in this publication represent a random selection. This publication is issued irregularly, normally eighteen times each year. The Brief Format represents the facts, conditions, circumstances and probable cause(s) for each accident.</p> <p style="text-align: center;">File Numbers: 2001 through 2200</p>			
17. Key Words Aviation accident, probable cause, findings, certificate/rating, injuries, type of accident, type operating certificate, flight conducted under, accident occurred during, aircraft damage, basic weather		18. Distribution Statement This document is available to the public through the National Technical Information Service, Springfield, Virginia 22161	
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FOREWORD

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

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

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

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

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

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

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

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TABLE OF CONTENTS

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

AIRCRAFT ACCIDENTS

File Order Listing.....	IX
Briefs of Accidents.....	1-403

DEFINITIONS

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

Aircraft Accidents

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

Fatal Injury

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

Serious Injury

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

Substantial Damage

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

OCCURRENCE

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

Gear Collapsed

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

TYPE OF OPERATING CERTIFICATE/TYPE OF OPERATION

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

1. GENERAL AVIATION

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

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

Personal

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

Business

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

Corporate/Executive Operations

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

Instructional Flying

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

Other Flying

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

2. AIR CARRIER

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

Airframe/Component/System Failure/Malfunction

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

Powerplant - Loss of Power

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

PHASE OF OPERATION

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

CAUSES AND RELATED FACTORS

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

BASIC WEATHER CONDITIONS

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

FILE ORDER LISTING

ISSUE NUMBER 11

CALENDAR YEAR 1987

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2001	35354	062487	OLYHANT, PA	CESSNA	172	NONE	328
2002	4348T	062487	SOUTHBRIDGE, MA	PIPER	PA-34	NONE	216
2003	93304	062487	BUTLER, PA	CESSNA	152	NONE	326
2004	50682	051187	STANFORD, NY	CESSNA	150	NONE	286
2005	232RP	042087	MANCHESTER, NH	DORNIER	DO-228-201	NONE	272
2006	100EP	051287	WEST MIFFLIN, PA	LEARJET	35A	FATAL	324
2008	44870	080587	KANKAKEE/ELKS, IL	ROBERTSON	B1-RD	SERIOUS	204
2009	900JE	110487	CLEARWATER, FL	LEARJET	35A	NONE	106
2010	4094G	110587	NAPLES, FL	RAVEN	S-66A	NONE	108
2011	888DJ	110387	ORLANDO, FL	LEAR JET	35A	NONE	102
2012	169AF	070387	COTTAGE GROVE, WI	UNKNOWN	AVID FLYER	NONE	398
2013	2746Q	103187	SARASOTA, FL	PIPER	PA-28R-201	NONE	100
2014	17597	120787	METLAKATLA, AK	DEHAVILLAND	DHC-2 MK1	MINOR	8
2015	7955M	092987	PITTSTOWN, NJ	BEECH	D95A	FATAL	280
2016	52701	121187	COLUMBUS, OH	CESSNA	172P	NONE	314
2017	6450P	112187	LEWISBURG, KY	PIPER	PA-24-250	SERIOUS	210
2018	9919M	072787	PAHALA, HI	EMAIR	MA-1B	NONE	188
2019	6288N	062887	SALINAS, CA	BELL	47G-5	NONE	64
2020	2186B	091187	GAYLORDSVILLE, CT	PIPER	PA-28-236	FATAL	94
2021	7559T	081987	CAMILIA, GA	CESSNA	172A	FATAL	168
2022	3441B	120987	MONROE, GA	BEECH	D35	MINOR	180
2023	922TE	110787	NEWNAN, GA	HILLER	UH-12B	NONE	172
2024	94126	102187	CONWAY, SC	CESSNA	152	NONE	348
2025	8073J	091087	COLUMBUS, OH	AEROSTAR	600	NONE	298
2025	3643D	091087	COLUMBUS, OH	PIPER	PA-60-600	NONE	300

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page ----
2026	3633B	042887	PLEASANT GROVE, CA	SCHWEIZER	G-164B	NONE	52
2027	71536	090487	LIMA, OH	CESSNA	182	FATAL	296
2028	5548J	112487	BLANCHESTER, OH	CESSNA	172N	FATAL	308
2029	3632W	121287	MOULTRIE, GA	PIPER	PA-32-260	FATAL	182
2030	53461	073187	GROTON, CT	CESSNA	172	NONE	92
2031	8384F	072287	BEDFORD, MA	HUGHES	369D	MINOR	218
2032	6346	071687	ANDOVER, NJ	PIPER	PA-11	MINOR	278
2033	5185X	062987	SULLIVAN, NH	CITABRIA	7GCB	SERIOUS	274
2034	744C	072787	KIRBYVILLE, TX	STINSON	108-3	FATAL	368
2035	640B	103187	BROOKHAVEN, MS	BEECH	C-55	FATAL	246
2036	4081U	103087	AGUADILLA, PR	CESSNA	150E	FATAL	336
2037	83BC	122687	HAYS, KS	PIPER	PA-28R-201	NONE	208
2038	84861	071987	BRENNHAM, TX	CESSNA	172K	NONE	364
2039	3655G	032287	EL DORADO, OK	AIRTRACTOR	AT301	NONE	316
2040	6509P	042087	TUCSON, AZ	CESSNA	P210N II	MINOR	26
2040	3028U	042087	TUCSON, AZ	CESSNA	172E	MINOR	28
2041	7681J	070387	BENTON HARBOR, MI	PIPER	PA-28R-180	SERIOUS	234
2042	87099	070887	HOLDREGE, NE	BELLANCA	8GCBC	FATAL	268
2043	4613U	111387	CAMBRIDGE, ID	CESSNA	180G	FATAL	196
2044	731XQ	061787	NEW TAITON, TX	CESSNA	A188B	SERIOUS	360
2045	85Q	052587	SHERMAN, TX	QUICKIE	Q2	NONE	356
2046	23497	121987	LAS CRUCES, NM	PIPER	PA-38-112	NONE	282
2047	6258S	121387	GRANTHAM, NC	CESSNA	150G	NONE	262
2048	87102	121087	MARLBORO, OH	ERCOUPE	415-C	NONE	312
2049	8504T	112287	HAZEL GREEN, AL	CESSNA	182C	MINOR	10

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2050	7109L	112287	THOMSON, GA	GRUMMAN	AA-5A	NONE	174
2051	8575	121987	HARLINGEN, TX	MESSerschMIT	109	FATAL	388
2052	4870P	102387	NEW CANEY, TX	CESSNA	152	NONE	384
2053	718GA	100887	COVINGTON, LA	GRUMMAN	GA7	NONE	212
2054	4612C	110987	TALLAHASSEE, FL	CESSNA	T-210N	NONE	112
2055	101DN	042687	RUBIDOUX, CA	HUGHES	269B	MINOR	50
2056	2UE	093087	AMES, IA	CESSNA	401	NONE	194
2057	62083	112987	NEW PORT RICHEY, FL	CESSNA	172P	SERIOUS	130
2058	4VK	121087	CONROE, TX	VARGA	2150A	SERIOUS	386
2059	7739M	112587	FORT PIERCE, FL	MOONEY	M-22	NONE	128
2060	246ER	112487	PALM COAST, FL	CESSNA	172N	FATAL	126
2061	89741	111987	OKEELANTA, FL	CESSNA	152	FATAL	122
2062	22730	112487	LAS VEGAS, NV	HUGHES	269B	MINOR	284
2063	3578G	111987	FAYETTEVILLE, AR	PIPER	PA-32R	FATAL	18
2064	8303Y	110587	BONNE TERRE, MO	PIPER	PA-28-161	NONE	244
2065	39922	101387	LINCOLN, NE	PIPER	PA-32RT-30	FATAL	270
2066	4627P	062987	SANDY CREEK, NY	PIPER	PA-23-250	SERIOUS	288
2067	737WU	101787	BROOKVILLE, OH	CESSNA	172N	SERIOUS	302
2068	41298	111487	MURFREESBORO, TN	PIPER	PA-34-200	NONE	352
2069	8674U	120287	EDEN, NC	CESSNA	172F	NONE	260
2070	5995G	121287	PORTLAND, TN	CESSNA	150K	NONE	354
2071	69628	042087	LOWER LAKE, CA	CESSNA	310Q	NONE	46
2072	315DL	111087	RALEIGH, NC	BOEING	737-232	SERIOUS	256
2073	2884G	121187	AURORA, OR	PIPER	PA-28-161	NONE	320
2073	3275P	121187	AURORA, OR	PIPER	PA-23-160	NONE	322

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make ----	Aircraft Model -----	Injury Index -----	Page -----
2075	24JE	120987	NATCHEZ, MS	BEECH	E-18S	NONE	248
2075	492DM	120987	NATCHEZ, MS	BEECH	C-45H	NONE	250
2076	317L	120587	OPA LOCKA, FL	CESSNA	310F	NONE	144
2077	2405F	120287	SAN ANTONIO, FL	PIPER	PA-38-112	NONE	140
2078	65110	111087	KEENESBURG, CO	BOEING	A75N1	FATAL	90
2079	9398K	102587	ALEXANDER LAKE, AK	STINSON	108-2	NONE	4
2080	8046X	112487	COMMERCIAL PT, OH	PIPER	PA-32R-301	FATAL	306
2081	8337T	081087	ELLENVILLE, NY	PIPER	PA-32R-301	NONE	292
2082	3457X	080787	MCLEAN, NY	MOONEY	M20C	NONE	290
2083	8363H	080487	N. ANDOVER, MA	PIPER	PA-28-161	NONE	220
2084	2285Z	080587	BURRVILLE, RI	ROBINSON	R22	NONE	346
2085	25HG	080287	NEWPORT, NH	PIPER	PA-28-181	NONE	276
2086	1050J	082787	MIDDLEFIELD, OH	AERO COMMAND	112	FATAL	294
2087	7088Q	020787	UTICA, MI	CESSNA	182P	NONE	232
2088	4946G	102387	SWAINSBOARD, GA	CESSNA	172P	NONE	170
2089	3512A	121387	GENEVA, AL	PIPER	PA-22-135	FATAL	12
2090	52263	110687	DANVILLE, IL	CESSNA	172P	NONE	206
2091	1451D	040387	ASHFORK, AZ	NORTH AMERIC	P51D	MINOR	24
2093	232AS	120987	COLUMBUS, MS	EMBRAER	EMB 120	NONE	252
2094	125LE	120187	CRESCENT CITY, FL	BEECH	K-35	FATAL	136
2095	5590Q	090587	WALLER, TX	MOONEY	M-20C	FATAL	374
2096	5587J	120687	LAGRANGE, GA	PIPER	PA-32-260	FATAL	178
2097	2869C	122587	RUTHERFORDTON, NC	PIPER	PA-28RT-20	FATAL	266
2098	282A	032887	FOUNTAIN HILLS, AZ	BENSON	B-8M	FATAL	22
2099	82811	110987	ST. PETERSBURG, FL	PIPER	PA-28-161	MINOR	114

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2100	1001Z	051187	HOLTVILLE, CA	TEXAS HELICO	M74L-WASP	MINOR	54
2101	4012Y	052187	MENDOTA, CA	AYRES	S2R-T34	NONE	56
2102	8266U	110487	DURANGO, CO	PIPER	PA-28-181	FATAL	88
2103	6369H	111287	ZEPHYRHILLS, FL	CESSNA	152	NONE	116
2104	99236	080987	YORK, PA	ERCOUPE	415-C	SERIOUS	330
2106	19SM	070687	ABINGDON, VA	GRUMMAN	AA-5B	FATAL	392
2107	714FZ	051787	ELKTON, MD	CESSNA	150M	FATAL	226
2108	112BB	030787	EDGEWOOD, MD	ROCKWELL COM	112	FATAL	224
2109	756KP	102587	FRONT ROYAL, VA	CESSNA	U-206	MINOR	394
2109	95707	102587	FRONT ROYAL, VA	CESSNA	152	MINOR	396
2110	9132H	121787	MONROE, NC	FAIRCHILD	M-62A-3	FATAL	264
2111	501RM	041887	KANKAKEE, IL	BEDE	BD5 A-B	FATAL	200
2112	9946X	102687	ANCHORAGE, AK	CESSNA	185	NONE	6
2113	54905	080287	WHITEMARSH, MD	CESSNA	172P	MINOR	228
2114	269ER	110887	DAYTONA BEACH, FL	PIPER	PA-44-180	NONE	110
2115	86Z	042587	SHAFTER, CA	NORTH AMERIC	F-86F	FATAL	48
2116	44LH	102487	RAMSEUR, NC	PITTS	S2A	NONE	254
2117	9924M	081387	PAHALA, HI	EMAIR	MA-1B	NONE	190
2118	8808E	022487	MODESTO, CA	EAGLE	DW-1	NONE	42
2119	3159X	082787	TILLAR, AR	AIR TRACTOR	AT-301	SERIOUS	16
2120	4111P	112087	SAN JUAN, PR	NORTH AMERIC	500	NONE	338
2121	9492T	112987	QUINCY, FL	CESSNA	210	MINOR	132
2122	36066	111987	ROSELAND, FL	PIPER	PA-28R-201	SERIOUS	124
2123	465LC	022587	EAST ALTON, IL	ROCKWELL	NA265-65	NONE	198
2124	1051B	111287	SOUTHPORT, NC	MOONEY	M20A	NONE	258

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2125	539FT	111687	MELBOURNE, FL	PIPER	PA-28RT-20	NONE	120
2126	44JM	111687	PLACIDA, FL	MANDLEY	STEEN SKYB	NONE	118
2127	6725K	072987	TAFT, CA	GRUMMAN	G-164B	NONE	68
2128	7623T	111587	DAYTON, OH	CESSNA	172A	NONE	304
2129	4081V	112487	WAYNESBORO, GA	CESSNA	150M	NONE	176
2130	7SD	070387	KIRKLAND, AZ	DAVIS	MIDGET MUS	FATAL	36
2131	4588Q	042987	KAHULUI, HI	CESSNA	402A	SERIOUS	186
2132	50RH	071787	PATTERSON, CA	HASTINGS	THORP T18	NONE	66
2133	9WB	101687	INDIAN HEAD, MD	CESSNA	172H	FATAL	230
2134	4193Z	101887	HOMER, AK	PIPER	PA-18	FATAL	2
2135	8193M	102087	JACKSONVILLE, FL	CESSNA	210M	SERIOUS	98
2136	8767C	121087	DAYTONA BEACH, FL	PIPER	PA-18-135	NONE	146
2137	4209V	120487	MIAMI, FL	BEECH	C-45H	NONE	142
2139	60925	120287	NAPLES, FL	CESSNA	A185F	NONE	138
2141	731LS	121887	SOUTH BAY, FL	CESSNA	A188B	NONE	156
2142	707CC	121587	MARATHON, FL	BEECH	95-C55	NONE	154
2143	4387C	121287	OCOOE, FL	CHAMPION	7EC	MINOR	152
2144	80BJ	121287	FELLSMERE, FL	PIPER	PA-18-150	NONE	150
2145	4324H	121187	ST THERESA, FL	MOONEY	M20J	NONE	148
2146	89126	122787	TALLAHASSEE, FL	CESSNA	152	NONE	164
2147	5223C	122687	LANTANA, FL	CRUSENBERRY	WINDWAGON	MINOR	162
2148	5433Y	122387	MARATHON, FL	PIPER	PA-23-250	NONE	158
2149	757EQ	122187	MISSING, UN	CESSNA	152	FATAL	390
2150	53736	110387	DAVIE, FL	TAYLORCRAFT	DC-65	SERIOUS	104
2151	84613	112987	PENSACOLA, FL	CESSNA	172K	NONE	134

File Number -----	Aircraft Regist. -----	Date ----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page ----
2152	9924M	091187	PAAUILO, HI	EMAIR	MA-1-B	NONE	192
2153	61PC	080587	BRENTWOOD, CA	HILLER	UH-23-D	NONE	72
2154	2GQ	082187	REDLANDS, CA	QUICKIE	Q-200	FATAL	74
2155	500TS	120387	MANSFIELD, OH	PIPER	PA-60-600	SERIOUS	310
2156	46094	110187	SWEET SPRINGS, MO	CESSNA	172	NONE	242
2157	25223	091187	BOXBOROUGH, MA	CESSNA	152	FATAL	222
2158	81KX	052187	FRANKLIN GROVE, IL	JAUCH	COOT	FATAL	202
2159	13609	122687	WARNER-ROBINS, GA	CESSNA	172M	SERIOUS	184
2160	1173V	100187	DELEVAN, WI	GRUMMAN	G-44	MINOR	400
2161	128B	060387	DAYTON, MN	BELL	47G	FATAL	236
2162	7864	071687	FORREST CITY, AR	GRUMMAN	G-164A	NONE	14
2163	7005S	122487	DESTIN, FL	CESSNA	150H	FATAL	160
2164	38364	092587	MONTOURSVILLE, PA	PIPER	PA-32-300	FATAL	332
2165	40395	041687	NANTUCKET, MA	PIPER	PA-23-250	NONE	214
2166	201CQ	112887	SPRINGDALE, AR	MOONEY	M20J	NONE	20
2167	5123G	121987	GUVATE, PR	CESSNA	172	SERIOUS	340
2168	3712	080587	RIVERSIDE, CA	CURTISS	JN-4	MINOR	70
2169	157JG	091487	CHINO, CA	GEIGER	DRAGONFLY	NONE	78
2170	6679J	113087	WAUKESHA, WI	BEECH	V35B	SERIOUS	402
2171	2LU	102887	FORT SUPPLY, OK	BEECH	95-C55	NONE	318
2172	9875B	102287	LLANO, TX	CESSNA	172RG	FATAL	382
2173	9693B	101687	REFUGIO, TX	CESSNA	172RG	FATAL	378
2174	57257	100887	KERRVILLE, TX	MOONEY	M-20-J	NONE	376
2175	6524J	082387	RAMONA, CA	SAWYER	DF-9	FATAL	76
2176	4745U	082387	LISSIE, TX	CESSNA	U206G	FATAL	370

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2176	1038U	082387	LISSIE, TX	PIPER	PA-34-200	FATAL	372
2177	57169	062487	HILLIARD, FL	ROCKWELL INT	690A	FATAL	96
2178	777RC	121087	HILTON HEAD ISL, SC	CESSNA	421A	FATAL	350
2179	3644H	111487	ST. MARYS, PA	MOONEY	M20C	FATAL	334
2180	172SL	062687	ARLINGTON, TX	ROLLINS	STARLITE	FATAL	362
2181	6607Q	092287	BUTTONWILLOW, CA	GRUMMAN	G164B	NONE	80
2182	19NS	111487	BROWNS VALLEY, CA	STOOPIN	SCORPION	FATAL	82
2183	3153Y	111187	MESA, AZ	SADLER	VAMPIRE	NONE	38
2184	29DT	122487	CHULA VISTA, CA	BEDE	BD-5	FATAL	86
2185	51843	121187	PETALUMA, CA	TEXAS HELICO	WASP/M74L	NONE	84
2186	705AA	122687	SAN JUAN, PR	BOEING	727-200	NONE	342
2186	893AA	122687	SAN JUAN, PR	BOEING	727-223	NONE	344
2187	44213	042987	NEELYVILLE, MO	PIPER	PA-28-140	FATAL	240
2188	5762G	051787	TUCSON, AZ	GREAT LAKES	2T-1A-2	NONE	30
2189	4304F	040987	MALIBU, CA	PIPER	PA-28-161	FATAL	44
2190	28MB	010787	ESSEX, CA	CESSNA	182Q	FATAL	40
2191	3903W	101687	HOUSTON, TX	PIPER	PA-32-260	FATAL	380
2192	211AS	071387	ATLANTA, GA	EMBRAER	EMB-120	NONE	166
2193	57DS	102087	BROWNTON, MN	CESSNA	310	FATAL	238
2194	39JB	060987	EL PASO, TX	BEECH	V35A	FATAL	358
2195	448	072487	CRYSTAL CITY, TX	CESSNA	421C	FATAL	366
2196	7320A	060287	OXNARD, CA	CESSNA	152	MINOR	60
2197	73916	060287	PAYSON, AZ	BELL	47G-3B-1	SERIOUS	32
2198	3274S	052987	AVENAL, CA	CESSNA	182G	MINOR	58
2199	2123X	070287	BENSON, AZ	BELL	206L-3	SERIOUS	34

File Order Listing - Issue No. 11, 1987

File Number -----	Aircraft Regist. -----	Date -----	Location -----	Make -----	Aircraft Model -----	Injury Index -----	Page -----
2200	76546	060687	FRESNO, CA	CESSNA	120	NONE	62

AIRCRAFT ACCIDENT REPORTS
BRIEF FORMAT
U.S. CIVIL AND FOREIGN AVIATION
ISSUE NUMBER 11 OF 1987 ACCIDENTS

Brief of Accident

File No. - 2134 10/18/87 HOMER, AK

A/C Reg. No. N4193Z

Time (Lcl) - 0920 ADT

-----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

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

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

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

Eng Make/Model - LYCOMING O-320A
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 - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - UNK/NR
Wind Dir/Speed- 070/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - 2500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
HOMER, AK
Destination
ANCHORAGE, AK

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 26
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - DC-9

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total - 3550	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 406	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE WEATHER BETWEEN HOMER AND ANCHORAGE INCLUDED MARGINAL CONDITIONS ALONG SEGMENTS OF THE ROUTE. THE AIRLINE TRANSPORT RATED PILOT WAS ENCOURAGED TO TAKE ADVANTAGE OF AN OFFER TO TRAVEL BY AUTOMOBILE AND STILL ARRIVE IN TIME FOR A COMMITMENT IN ANCHORAGE. HE DECLINED AND DEPARTED HOMER WITH HIS WIFE AND INFANT CHILD IN HIS AIRPLANE. THE AIRPLANE CRASHED ABOUT 17 MILES FROM THE VOR. THE WX AT THE SCENE WAS REPORTED BY PLTS ALERTED TO THE ACC BY THE ELT. EXAM OF THE WRECKAGE INDICATED A SPIN TYPE MANEUVER WITH MINIMAL ROTATION AT IMPACT. NO PRE-IMPACT DISCREPANCIES WERE NOTED. THERE WAS FUEL IN THE RT TANK AND THE FUEL SELECTOR WAS ON THIS TANK.

Brief of Accident (Continued)

File No. - 2134

10/18/87

HOMER, AK

A/C Reg. No. N4193Z

Time (Lcl) - 0920 ADT

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

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER CONDITION - FOG
3. AIRSPEED(VMC) - NOT MAINTAINED - PILOT IN COMMAND
4. WEATHER CONDITION - SNOW
5. ALTITUDE - IMPROPER - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. STALL/SPIN - NOT CORRECTED - 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) 3,7

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

Brief of Accident

File No. - 2079 10/25/87 ALEXANDER LAKE, AK A/C Reg. No. N9398K Time (Lcl) - 1430 AST

-----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 - STINSON 108-2	Eng Make/Model - CONTINENTAL O-470K	ELT Installed/Activated - NO -N/A
Landing Gear - FLOAT	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2350	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	ANDERSON LAKE, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	Runway Ident - N/A
Wind Dir/Speed- 180/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 300 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - 3000 FT BROKEN	Type Apch/Lndg - STRAIGHT-IN	
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 288
SE LAND, SE SEA	Months Since - UNK/NR	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 18
		Instrument- 46
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE RELATIVELY INEXPERIENCED PRIVATE PILOT ATTEMPTED TO LAND HIS FLOAT EQUIPPED AIRPLANE WITH A TAILWIND AND GUSTY WINDS IN CHOPPY WATER CONDITIONS. HE LOST CONTROL OF THE AIRPLANE AND IT WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2079

10/25/87

ALEXANDER LAKE, AK

A/C Reg. No. N9398K

Time (Lcl) - 1430 AST

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

Finding(s)

1. WEATHER CONDITION - TAILWIND
 2. AIRCRAFT HANDLING - INADEQUATE - PILOT IN COMMAND
 3. GROUND LOOP/SWERVE - UNCONTROLLED - PILOT IN COMMAND
 4. TERRAIN CONDITION - WATER, ROUGH
 5. 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) 2,3,5

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. - 2112 10/26/87 ANCHORAGE, AK A/C Reg. No. N9946X Time (Lcl) - 1806 AST

-----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	2

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	FIGURE EIGHT LK, AK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANCHORAGE, AK	LAKE HOOD
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4540/ 150
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - VFR	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 - NIGHT(BRIGHT)		

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

Pilot-In-Command	Age - 47	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE, COMMERCIAL	Current - YES	Total - 479
SE LAND, ME LAND, SE SEA	Months Since - 1	Make/Model- 9
	Aircraft Type - C-150	Instrument- 49
		Multi-Eng - 11
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 13

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RELATIVELY INEXPERIENCED SEAPLANE PILOT-IN-COMMAND MADE ONE GO AROUND WHEN HE EXPERIENCED DIFFICULTY IN IDENTIFYING THE SURFACE OF THE GLASSY WATER. ON THE SECOND LANDING ATTEMPT HE FLEW THE AIRPLANE INTO THE WATER AT A NEGATIVE ANGLE OF ATTACK. THE AIRPLANE STAYED RIGHT SIDE UP IN SPITE OF A PARTIAL CARTWHEEL TO THE RIGHT. IT THEN ROLLED ONTO THE LEFT WING BEFORE RIGHTING ITSELF. DAMAGE WAS SUBSTANTIAL. THERE WERE NO INJURIES.

Brief of Accident (Continued)

File No. - 2112

10/26/87

ANCHORAGE, AK

A/C Reg. No. N9946X

Time (Lcl) - 1806 AST

Occurrence #1 HARD LANDING
Phase of Operation LANDING

Finding(s)

1. LIGHT CONDITION - NIGHT
2. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
3. FLARE - NOT PERFORMED - PILOT IN COMMAND
4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
5. ALTITUDE - MISJUDGED - PILOT IN COMMAND
6. TERRAIN CONDITION - WATER, GLASSY
7. WATER LOOP/SWERVE - 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) 1,2,4,6

Brief of Accident

File No. - 2014 12/07/87 METLAKATLA,AK

A/C Reg. No. N17597

Time (Lcl) - 1310 AST

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

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

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

Make/Model	- DEHAVILLAND DHC-2 MK1	Eng Make/Model	- P&W R-985	ELT Installed/Activated	- YES/YES
Landing Gear	- FLOAT	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 5100	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 8	Rated Power	- 450 HP		

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	KETCHIKAN,AK	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	METLAKATLA,AK	METLAKATLA SEAPLANE
Wind Dir/Speed- 150/020 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - 3000 FT OVERCAST	Type Apch/Lndg - FULL STOP	Runway Status - WATER - CHOPPY
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,CFI	Current - YES	Total - 1456
SE LAND,ME LAND,SE SEA	Months Since - 6	Make/Model- 275
	Aircraft Type - UNK/NR	Instrument- 44
		Multi-Eng - 30
		Last 24 Hrs - 6
		Last 30 Days- UNK/NR
		Last 90 Days- 109

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON FINAL APPROACH FOR LANDING THE AIRCRAFT ENCOUNTERED HIGH GUSTING WINDS. THE AIRCRAFT THEN STALLED AND ENTERED A NOSE DOWN ATTITUDE. ACCORDING TO ONE PASSENGER THE PILOT WAS HOLDING FULL AFT ELEVATOR DURING THE DESCENT. THE AIRCRAFT STRUCK THE WATER HARD, BREAKING OFF THE FLOATS. THE AIRCRAFT THEN SANK SEVERAL MINUTES AFTER STRIKING THE WATER. THIS AIRCRAFT HAS NO STALL WARNING SYSTEM.

Brief of Accident (Continued)

File No. - 2014

12/07/87

METLAKATLA, AK

A/C Reg. No. N17597

Time (Lc1) - 1310 AST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
2. STALL - INADVERTENT - PILOT IN COMMAND
3. WEATHER CONDITION - HIGH WIND
4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
5. STALL WARNING SYSTEM - NOT INSTALLED

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

Finding(s)

6. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2049 11/22/87 HAZEL GREEN,AL A/C Reg. No. N8504T Time (Lcl) - 1815 CST

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

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

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

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

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

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 140/008 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 - NIGHT(DARK)</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p style="padding-left: 20px;">HAZEL GREEN</p> <p>Runway Ident - 07</p> <p>Runway Lth/Wid - 2670/ 40</p> <p>Runway Surface - N/A</p> <p>Runway Status - N/A</p>
--	--	---

-----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 - 51</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - YES</p> <p style="padding-left: 20px;">Months Since - 11</p> <p style="padding-left: 20px;">Aircraft Type - C-182</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total</td> <td>- 259</td> <td>Last 24 Hrs</td> <td>- 1</td> </tr> <tr> <td>Make/Model-</td> <td>36</td> <td>Last 30 Days-</td> <td>UNK/NR</td> </tr> <tr> <td>Instrument-</td> <td>9</td> <td>Last 90 Days-</td> <td>20</td> </tr> </table>	Total	- 259	Last 24 Hrs	- 1	Make/Model-	36	Last 30 Days-	UNK/NR	Instrument-	9	Last 90 Days-	20
Total	- 259	Last 24 Hrs	- 1											
Make/Model-	36	Last 30 Days-	UNK/NR											
Instrument-	9	Last 90 Days-	20											

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE HIT A TREE AND CRASHED ABOUT 300 YDS SHORT OF THE RWY WHILE ON FINAL APPCH TO LAND. THE PLT INDICATED THAT HE BECAME PREOCCUPIED WITH THE AIRSPEED INDICATOR AND ALLOWED THE AIRPLANE TO DESCEND BELOW THE PROPER GLIDE PATH. THE PLT HAD LESS THAN 1 HR OF NIGHT FLT EXPERIENCE IN THE PRECEDING 90 DAYS. HIS TOTAL NIGHT EXPERIENCE WAS 6 HRS.

Brief of Accident (Continued)

File No. - 2049

11/22/87

HAZEL GREEN, AL

A/C Reg. No. N8504T

Time (Lcl) - 1815 CST

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

Finding(s)

1. OBJECT - TREE(S)
 2. LIGHT CONDITION - DARK NIGHT
 3. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
 4. INATTENTIVE - PILOT IN COMMAND
 5. LACK OF RECENT EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2089 12/13/87 GENEVA, AL A/C Reg. No. N3512A Time (Lcl) - 1650 CST

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

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

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

Make/Model - PIPER PA-22-135	Eng Make/Model - LYCOMING O-290-D2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1850	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 135 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	GENEVA, AL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 090/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

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

Pilot-In-Command	Age - 37	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
NONE	Current - N/A	Total - 100
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 50
		Last 30 Days- UNK/NR
		Instrument- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

PRIOR TO THE ACDNT, A WITNESS SAW THE ACFT FLYING ACROSS AN OPEN FIELD AT A VERY LOW ALT. SUBSEQUENTLY, IT COLLIDED WITH THE TOPS OF SEVERAL PINE TREES AT ABOUT 90 TO 95 FT AGL, THEN IT CRASHED TO THE GROUND. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS EVIDENT. THE PLT HAD PREVIOUSLY HELD A STUDENT PLT/MEDICAL CERTIFICATE WHICH HAD EXPIRED. TOXICOLOGY CHECKS OF THE PLT'S BLOOD & URINE WERE MADE AT 2 LABS. ONE LAB RPRTD THE BLOOD CONTAINED 1.6 MG/L OF BUTALBITAL. THE OTHER LAB RPRTD A BUTALBITAL CONTENT OF 3 MG/L AND RPRTD THAT THIS WOULD BE IN THE THERAPEUTIC RANGE. ALSO, SALICYLATE WAS DETECTED IN HIS URINE. BUTALBITAL IS A MEMBER OF THE BARBITURATE GROUP OF MEDICATION & TYPICALLY HAS UNWANTED SIDE EFFECTS OF DROWSINESS & LOSS OF ALERTNESS.

Brief of Accident (Continued)

File No. - 2089

12/13/87

GENEVA,AL

A/C Reg. No. N3512A

Time (Lc1) - 1650 CST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(DRUGS) - PILOT IN COMMAND
 3. LIGHT CONDITION - DUSK
 4. LOW PASS - PERFORMED - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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. - 2162

7/16/87

FORREST CITY, AR

A/C Reg. No. N7864

Time (Lcl) - 2000 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

Type of Operation -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN G-164A

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4500

No. of Seats - 1

Eng Make/Model - P & W R-985

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 450 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 170/006 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

OSCEOLA, AR

Destination

WIDENER, AR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 21

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 1966 Last 24 Hrs - 8

Make/Model- 1333 Last 30 Days- UNK/NR

Instrument- 12 Last 90 Days- 182

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE DOING A REPOSITIONING OPERATION, WITH AN AG ACFT, THE ENGINE QUIT, DUE TO FUEL EXHAUSTION. THE PIC SAID THAT A VISUAL INSPECTION OF THE FUEL SUPPLY WOULD HAVE PREVENTED THE ACCIDENT. HE SAID THAT IN AN ATTEMPT TO TURN BACK TO A DIRT STRIP, THE ACFT STALLED.

Brief of Accident (Continued)

File No. - 2162

7/16/87

FORREST CITY, AR

A/C Reg. No. N7864

Time (Lcl) - 2000 CDT

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

Finding(s)

1. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
2. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. STALL - INADVERTENT - PILOT IN COMMAND

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2119 8/27/87 TILLAR,AR A/C Reg. No. N3159X Time (Lcl) - 0907 CDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - AIR TRACTOR AT-301
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 5000
No. of Seats - 1

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

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

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

Weather Data

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

Itinerary

Last Departure Point
TILLAR,AR
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 022/005 KTS
Visibility - 7.0 SM

Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - 10000 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 - STRAIGHT-IN

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

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

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

Age - 33
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 6500 Last 24 Hrs - 4
Make/Model- 2600 Last 30 Days- 30
Instrument- 200 Last 90 Days- 60

Instrument Rating(s) - UNK/NR

-----Narrative-----

THE PILOT STATED THAT THE PROP RPM BECAME ERRATIC. ON APPROACH, THE PROP RAN COMPLETELY OUT OF CONTROL, CAUSING THE AIRCRAFT TO NOSE DOWN INTO A PLOWED FIELD JUST SHORT OF THE LANDING AREA. THE A/C HIT ON THE MAIN LANDING GEAR, BROKE THEM OFF, THEN IT NOSED OVER. INSPECTION OF THE PROPELLER FOUND THAT ALL OF THE DOWEL PINS THAT FIX THE DOME STATIONARY TO THE HUB ASSEMBLY HAD FAILED. THIS FAILURE WAS THE RESULT OF THE BARREL SHIMS BEING PARTIALLY INSTALLED ALONG THE EDGE OF THE DOME INSTEAD OF FLAT AGAINST THE DOME SHELF IN THE HUB. THE RESULT WAS THE BLADES BECOMING DISENGAGED FROM THE GEARING.

Brief of Accident (Continued)

File No. - 2119

8/27/87

TILLAR,AR

A/C Reg. No. N3159X

Time (Lc1) - 0907 CDT

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

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, DOME - DISCONNECTED
 2. MAINTENANCE, INSPECTION OF AIRCRAFT - INADEQUATE -
-

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

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. - 2063 11/19/87 FAYETTEVILLE, AR A/C Reg. No. N3578G Time (Lcl) - 1936 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire NONE

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

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

Make/Model - PIPER PA-32R
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - LYCOMING TSIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/007 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
CROSSETT, AR
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

DRAKE
Runway Ident - 16
Runway Lth/Wid - 6006/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 5
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 500
Last 24 Hrs - UNK/NR
Make/Model- UNK/NR
Last 30 Days- UNK/NR
Instrument- UNK/NR
Last 90 Days- 100
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE WAS CLEARED TO LAND WHILE ON DOWNWIND. TOWER SAW LIGHTS AND SAID AIRPLANE APPEARED TO BE FLYING AROUND HILL NORTH OF AIRPORT. INVESTIGATION REVEALED AIRPLANE HAD TURNED LEFT AND IMPACTED TREES BELOW THE TOP OF THE HILL.

Brief of Accident (Continued)

File No. - 2063

11/19/87

FAYETTEVILLE, AR

A/C Reg. No. N3578G

Time (Lc1) - 1936 CST

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. TERRAIN CONDITION - HIGH TERRAIN
 4. PLANNED APPROACH - IMPROPER - PILOT IN COMMAND
 5. OBJECT - TREE(S)
 6. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - BASE LEG/BASE TO FINAL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2166 11/28/87 SPRINGDALE, AR A/C Reg. No. N201CQ Time (Lcl) - 1740 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 - DESCENT

Fire Crew
NONE Pass

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

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

Eng Make/Model - LYCOMING IO-360-1B6D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 230/010 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1000 FT
Lowest Ceiling - 1000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DUSK

Itinerary

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

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-LOCALIZER
FULL STOP

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SPRINGDALE
Runway Ident - 18
Runway Lth/Wid - 4939/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 48
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1873	Last 24 Hrs - 6
Make/Model- 174	Last 30 Days- UNK/NR
Instrument- 97	Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DRG A WX BRIEFING BFR TKOF, THE PLT WAS ADZD THAT VFR FLT WAS NOT RCMD DUE TO LOW CEILING & ICING CONDS. HE WAS ADZD THE FREEZING LVL WAS FORECAST TO BE AT 4000' OVER LITTLE ROCK & TO SLOPE DOWN TO THE SURFACE IN SE MISSOURI. ALSO, HE WAS BRIEFED ON PIREPS OF ICING CONDS IN THE AREAS OF LITTLE ROCK, JONESBORO & FT SMITH, AR. HE ELECTED TO PROCEED VFR-ON-TOP. WHILE EN ROUTE AT 8500', HE OBTAINED THE FAYETTEVILLE WX & WAS ADZD OF IFR CONDS ON HIS ROUTE. HE FILED AN IFR FLT PLAN & WAS ASSIGNED AN ALT OF 5000'. DRG THE DSCNT, THE ACFT ENTERED THE CLOUDS AT 7000'. APRX 40 MI FM THE DESTN, IT ENCTRD ICING CONDS. THE PLT STATED THAT EXCESSIVE ICE ACCUMULATED ON THE ACFT, BUT DUE TO DARKENING CONDS (DUSK), HE DIDN'T NOTICE MUCH ON THE STRUCTURE. HE SAID THAT DRG AN ILS APCH, THE ACFT BECAME SLUGGISH, SO HE ADDED POWER, BUT THE LEFT WING STALLED & THE ACFT STRUCK THE TERRAIN SHORT OF THE RWY & WAS DAMAGED.

Brief of Accident (Continued)

File No. - 2166

11/28/87

SPRINGDALE, AR

A/C Reg. No. N201CQ

Time (Lcl) - 1740 CST

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

Finding(s)

1. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
 2. WEATHER CONDITION - ICING CONDITIONS
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

3. WING - ICE
 4. LIGHT CONDITION - DUSK
 5. STALL - INADVERTENT - PILOT IN COMMAND
-

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

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

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

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. - 2098 3/28/87 FOUNTAIN HILLS,AZ A/C Reg. No. N282A Time (Lcl) - 1240 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - BENSON B-8M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 600
No. of Seats - 1

Eng Make/Model - MCCULLOCH O-100-3
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 270/010 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - 25000 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FOUNTAIN HILLS,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND
GYROPLANE

Age - 52

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 83	Last 24 Hrs	- 0
Make/Model-	11	Last 30 Days-	11
Instrument-	3	Last 90 Days-	24
Multi-Eng	- UNK/NR	Rotorcraft	- 11

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE HOMEBUILT GYROCOPTER ENTERED A STEEP CLIMB AND APPEARED TO ROLL COMPLETELY OVER. HALFWAY THROUGH THE ENGINE BACKFIRED AND THEN QUIT. THE AIRCRAFT WENT INTO A STEEP DIVE. THE AIRCRAFT IMPACTED THE TERRAIN NEAR VERTICALLY.

Brief of Accident (Continued)

File No. - 2098

3/28/87

FOUNTAIN HILLS,AZ

A/C Reg. No. N282A

Time (Lcl) - 1240 MST

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

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
 2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2091

4/03/87

ASHFORK, AZ

A/C Reg. No. N1451D

Time (Lc1) - 0900 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - NORTH AMERICAN P51D
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 10500
No. of Seats - 2

Eng Make/Model - PACKARD V 1650
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1490 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- VARIABLE/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
PRESCOTT, AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - HIGH VEGETATION

-----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 - P-51

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

	Flight Time (Hours)	
Total	1880	Last 24 Hrs - UNK/NR
Make/Model-	551	Last 30 Days- UNK/NR
Instrument-	105	Last 90 Days- 38
Multi-Eng -	131	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE NORTH AMERICAN P-51D EXPERIENCED A TOTAL LOSS OF ENGINE POWER AFTER CRUISING AT 10,000 FEET MSL FOR 45 MINUTES. ATTEMPTS TO RESTART THE ENGINE WERE UNSUCCESSFUL. THE AIRCRAFT COLLIDED WITH SOME TREES PRIOR TO COMING TO REST IN AN OPEN FIELD. THE LANDING GEAR WAS NOT EXTENDED PRIOR TO THE FORCED LANDING. THE PILOT REPORTED THAT THE RPM READ ZERO EVEN THOUGH THE ENGINE WAS WINDMILLING. TEAR DOWN OF THE ENGINE REVEALED A FAILED BEARING ON THE VERTICAL ACCESSORY DRIVE SHAFT. THE FAILURE ALLOWED THE SHAFT TO SHIFT UPWARDS DISENGAGING THE GEARS. THE VERTICAL SHAFT DRIVES THE MAJORITY OF THE ACCESSORIES (MAGS, PUMPS, TACH, ETC.).

Brief of Accident (Continued)

File No. - 2091

4/03/87

ASHFORK,AZ

A/C Reg. No. N1451D

Time (Lcl) - 0900 MST

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

Finding(s)

1. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL
 2. ENGINE ACCESSORIES - DISCONNECTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. EMERGENCY PROCEDURE - IMPROPER - PILOT IN COMMAND
 4. GEAR EXTENSION - NOT PERFORMED -
-

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

Finding(s)

5. TERRAIN CONDITION - HIGH OBSTRUCTION(S)
-

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

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

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

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. - 2040 4/20/87 TUCSON,AZ A/C Reg. No. N6509P Time (Lcl) - 1007 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
MINOR

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

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

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

Make/Model - CESSNA P210N II
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 6

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON,AZ
Destination
GUAYMAS,MX

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

TUCSON
Runway Ident - 11R
Runway Lth/Wid - 9129/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 63

Biennial Flight Review

Current - YES
Months Since - 17
Aircraft Type - C-210

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4521	Last 24 Hrs - 2
Make/Model- 1500	Last 30 Days- UNK/NR
Instrument- 466	Last 90 Days- 57

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A C-172 COLLIDED WITH A C-210N WHILE TXG. THE C-172 WAS TXG ALONG A 75 FT WIDE PARALLEL TWY AFTER LANDING. THE C-210N WAS TXG FROM A RAMP AREA TO HIS DEP RWY. THE C-210N ROUTE INTERSECTED THE C-172 ROUTE AT THE PARALLEL TWY WHERE THE COLLISION OCCURRED. PLTS OF BOTH ACFT RPRTD FUEL TRUCKS OBSTRUCTING THEIR VIEW, BUT NEITHER ADJUSTED TAXI SPEEDS. THE PLT OF THE C-210N STOPPED HIS ACFT AFTER INTRUDING 17 FT ONTO THE PARALLEL TWY. ACCORDING TO PSN AND TIME DATA DERIVED FROM ATC TRANSCRIPTS THE C-172 TRAVELED 3,300 FT IN 93 SEC EQUATING TO A SPEED GREATER THEN 24 MPH. THE C-172 DID NOT ATTEMPT TO STOP, BUT ACCELERATED AND UNSUCCESSFULLY SWERVED TO AVERT THE COLLISION. THE C-172 WING PASSED OVER THE PROP OF C-210N SEVERING THE WING TIP.

Brief of Accident (Continued)

File No. - 2040

4/20/87

TUCSON, AZ

A/C Reg. No. N6509P

Time (Lcl) - 1007 MST

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. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT OF OTHER AIRCRAFT
4. REMEDIAL ACTION - IMPROPER - PILOT OF OTHER AIRCRAFT

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

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

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

Brief of Accident

File No. - 2040 4/20/87 TUCSON,AZ A/C Reg. No. N3028U Time (Lcl) - 1007 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 172E
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300D
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- 100/003 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
TUCSON

Runway Ident - 29R
Runway Lth/Wid - 12002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1692
Make/Model- 400
Instrument- 57
Multi-Eng - 53
Last 24 Hrs - 2
Last 30 Days- 50
Last 90 Days- 201
Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A C-172 COLLIDED WITH A C-210N WHILE TXG. THE C-172 WAS TXG ALONG A 75 FT WIDE PARALLEL TWY AFTER LANDING. THE C-210N WAS TXG FROM A RAMP AREA TO HIS DEP RWY. THE C-210N ROUTE INTERSECTED THE C-172 ROUTE AT THE PARALLEL TWY WHERE THE COLLISION OCCURRED. PLTS OF BOTH ACFT RPRTED FUEL TRUCKS OBSTRUCTING THEIR VIEW, BUT NEITHER ADJUSTED TAXI SPEEDS. THE PLT OF THE C-210N STOPPED HIS ACFT AFTER INTRUDING 17 FT ONTO THE PARALLEL TWY. ACCORDING TO PSN AND TIME DATA DERIVED FROM ATC TRANSCRIPTS THE C-172 TRAVELED 3,300 FT IN 93 SEC EQUATING TO A SPEED GREATER THEN 24 MPH. THE C-172 DID NOT ATTEMPT TO STOP, BUT ACCELERATED AND UNSUCCESSFULLY SWERVED TO AVERT THE COLLISION. THE C-172 WING PASSED OVER THE PROP OF C-210N SEVERING THE WING TIP.

Brief of Accident (Continued)

File No. - 2040

4/20/87

TUCSON,AZ

A/C Reg. No. N3028U

Time (Lcl) - 1007 MST

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

Finding(s)

1. OBJECT - AIRCRAFT PARKED
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND(CFI)
 3. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND(CFI)
 4. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

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

Brief of Accident

File No. - 2188 5/17/87 TUCSON,AZ A/C Reg. No. N5762G Time (Lcl) - 1400 MST

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

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

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

Make/Model - GREAT LAKES 2T-1A-2	Eng Make/Model - LYCOMING AEIO-360-B1G6	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1800	Engine Type - RECIP-FUEL INJECTED	
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	ON AIRPORT
Method - N/A	ELOY,AZ	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	AVRA VALLEY AIRPORT
Wind Dir/Speed- 230/007 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 10029
SE LAND	Months Since - 23	Make/Model- 171
	Aircraft Type - PA-28	Instrument- 82
		Last 24 Hrs - 25
		Last 30 Days- 291
		Last 90 Days- 390

Instrument Rating(s) - NONE

-----Narrative-----

A GREAT LAKES 2T-1A-2 NOSED OVER DURING LANDING. THE PILOT INDICATED THAT HE HAD CONTACTED THE AIRPORT ON THE UNICOM FREQUENCY AND WAS INFORMED THAT THE WINDS WERE FAVORING RUNWAY 30. ON SHORT FINAL APPROACH TO RUNWAY 30 THE PILOT GLANCED A WIND SOCK LOCATED AT THE INTERSECTION OF RUNWAYS 30 AND 21. IT INDICATED THAT WINDS TO BE FROM 210 AT APPROXIMATELY 10 KNOTS. THE PILOT THEN STATED, "AFTER TOUCHDOWN A WIND GUST OR TWISTER HIT AND THREW TAIL RIGHT AND THE PLANE WENT LEFT. " THE PILOT THEN APPLIED RIGHT RUDDER AND THEN THE AIRCRAFT WENT RIGHT. THE LEFT MAIN LANDING GEAR COLLAPSED ALLOWING THE LEFT WING TO TOUCH THE GROUND. THE AIRCRAFT THEN FLIPPED OVER.

Brief of Accident (Continued)

File No. - 2188

5/17/87

TUCSON,AZ

A/C Reg. No. N5762G

Time (Lcl) - 1400 MST

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

Finding(s)

1. WEATHER CONDITION - GUSTS
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. 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) 2,3

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2197 6/02/87 PAYSON,AZ A/C Reg. No. N73916 Time (Lcl) - 0905 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
ON GROUND

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

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

Make/Model - BELL 47G-3B-1
Landing Gear - SKID
Max Gross Wt - 2950
No. of Seats - 3

Eng Make/Model - LYCOMING TVO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 270 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 045/005 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
SCOTTSDALE,AZ
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)
PRIVATE
SE LAND,ME LAND
HELICOPTER

Age - 59
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 15000 Last 24 Hrs - 2
Make/Model- 1145 Last 30 Days- 20
Instrument- 150 Last 90 Days- 90
Multi-Eng - 11330 Rotorcraft - 1145

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A BELL 47G-3B-1 COLLIDED WITH TREES AND WAS SUBSEQUENTLY DESTROYED BY FIRE AFTER A LOSS OF POWER IN A REMOTE WILDERNESS AREA. THE PILOT REPORTED THE ENGINE WENT TO IDLE DURING FLIGHT. HE WAS UNABLE TO REGAIN ENGINE RPM BY MANIPULATION OF THE THROTTLE. THE PILOT WAS FORCED TO ENTER AUTOROTATION. THE PILOT WAS FORCED TO ENTER TREES DURING THE LANDING. THE AIRCRAFT WAS EXAMINED BY THE FAA. THE EXAMINING INSPECTOR STATED HE WAS UNABLE TO ESTABLISH CONTROL CONTINUITY OF THE HELICOPTERS THROTTLE LINKAGE.

Brief of Accident (Continued)

File No. - 2197

6/02/87

PAYSON,AZ

A/C Reg. No. N73916

Time (Lcl) - 0905 MST

Occurrence #1 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

1. THROTTLE/POWER LEVER, LINKAGE - NOT ENGAGED
-

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

Finding(s)

2. TERRAIN CONDITION - MOUNTAINOUS/HILLY
 3. OBJECT - TREE(S)
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2199 7/02/87 BENSON,AZ A/C Reg. No. N2123X Time (Lcl) - 1400 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL				
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	Fatal	Injuries Serious	Minor
Flight Conducted Under -14 CFR 135	NONE	Pass	0	1	0
Accident Occurred During -LANDING			0	0	5
					None
					0

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

Make/Model - BELL 206L-3	Eng Make/Model - ALLISON 250-C30P	ELT Installed/Activated - YES/NO
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4250	Engine Type - TURBOSHAFT	
No. of Seats - 7	Rated Power - 650 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	WILLCOX,AZ	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	TUCSON,AZ	
Wind Dir/Speed- 320/007 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - 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 - 33	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6700
SE LAND,ME LAND	Months Since - 1	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - BH-206	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-----

A BELL HELICOPTER 206L-3 COLLIDED WITH WIRES WHILE MANEUVERING OVER AN UNDERGROUND TELEPHONE CABLE. THE PLT INDICATED THAT HE HAD JUST COMPLETED A 360 DEG RIGHT TURN AT THE REQUEST OF THE PAX AND WAS APRX 185 DEG THROUGH THE SECOND TURN WHEN HE STRUCK A UNMARKED SINGLE STRAND POWER CABLE. THE PLT NOTICED A BRIGHT ELECTRICAL FLASH IN THE AREA OF THE ACFTS WINDSHIELD CENTER POST. HE IMMEDIATELY ENTERED AUTOROTATION AT APRX 80 FT AGL AND 60 KTS INDICATED AIRSPEED. THE TERRAIN BELOW THE ACFT WAS A VEGETATED DRY FLAT SANDY WASH. THE HELO LANDING HARD COLLAPSING THE SKID TYPE LANDING GEAR AND THEN ROLLED OVER ON ITS RIGHT SIDE. THE PLT ALSO STATED THAT HE DID NOT SEE THE WIRES PRIOR TO THE COLLISION. THE WIRES WERE STRUNG ACROSS THE WASH WITH THE POLES MASKED BY CANYON WALLS ON EACH SIDE OF THE WASH. THE PLT DID NOT GIVE ANY INDICATION OF MECHANICAL FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2199

7/02/87

BENSON,AZ

A/C Reg. No. N2123X

Time (Lcl) - 1400 MST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

3. AUTOROTATION - IMPROPER - 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) 2,3

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

Brief of Accident

File No. - 2130 7/03/87 KIRKLAND,AZ A/C Reg. No. N7SD Time (Lcl) - 1258 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - DAVIS MIDGET MUSTANG
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1250
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 200/014 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
PRESCOTT,AZ
Destination
LOCAL

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 26

Biennial Flight Review

Current - YES
Months Since - 16
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1200	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	60
Instrument-	UNK/NR	Last 90 Days-	180
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOW LEVEL AEROBATIC FLIGHT, THE AIRCRAFT COLLIDED WITH THE TERRAIN AFTER COMPLETING A ROLL. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT PERFORMED THE LAST ROLL IN VIEW OF TWO FRIENDS DRIVING IN A CAR NEAR THE ACC SCENE. SEVERAL MANEUVERS WERE PERFORMED OVER THE CAR AND DURING THE RECOVERY FROM THE LAST ROLL THE FRIENDS SAW THE ACFTS BELLY HIT THE GROUND. THE AIRPLANE HIT A 4 FT DEEP DEPRESSION IN THE GROUND.

Brief of Accident (Continued)

File No. - 2130

7/03/87

KIRKLAND, AZ

A/C Reg. No. N7SD

Time (Lcl) - 1258 MST

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. AEROBATICS - PERFORMED - PILOT IN COMMAND
3. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2183 11/11/87 MESA,AZ A/C Reg. No. N3153Y Time (Lcl) - 1430 MST

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

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

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

Make/Model - SADLER VAMPIRE	Eng Make/Model - ROTAX 503	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 700	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 50 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MESA,AZ	
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 - 50.0 SM	Type of Flight Plan - NONE	Runway Surface - GRAVEL
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 2100
SE LAND	Months Since - 2	Make/Model- 39
	Aircraft Type - C-152	Instrument- 50
		Last 24 Hrs - 0
		Last 30 Days- UNK/NR
		Last 90 Days- 39

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A LOCAL PLEASURE FLIGHT, WHILE CLIMBING TO ALTITUDE, THE ENGINE QUIT. A FORCED LANDING WAS MADE ON A DIRT ROAD WHERE DURING THE LANDING ROLL THE AIRCRAFT COLLIDED WITH A DITCH. EXAMINATION OF THE ENGINE REVEALED THAT THE REAR CYLINDER NEXT TO THE GEAR BOX CONTAINED A BURNT PISTON. A HOLE WAS BEGINNING TO BURN THROUGH THE CENTER OF THE PISTON HEAD. ALSO, MOLTEN ALUMINIUM WAS FOUND SPRAYED ONTO THE CYLINDER WALLS. ACCORDING TO THE ENGINE DISTRIBUTOR, THIS WAS INDICATIVE OF DETONATION CAUSED BY IMPROPER GRADE/OCTANE FUEL.

Brief of Accident (Continued)

File No. - 2183

11/11/87

MESA,AZ

A/C Reg. No. N3153Y

Time (Lcl) - 1430 MST

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

Finding(s)

1. ENGINE ASSEMBLY,RING - BURNED
 2. ENGINE ASSEMBLY,PISTON - BURNED
 3. FLUID,FUEL GRADE - IMPROPER
 4. MAINTENANCE,SERVICE OF AIRCRAFT - IMPROPER - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - DITCH
-

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

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

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

Brief of Accident

File No. - 2190 1/07/87 ESSEX,CA A/C Reg. No. N28MB Time (Lcl) - 1145 PST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
NONE

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

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

Make/Model - CESSNA 182Q
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

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

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

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

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 15.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - UNK/NR OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
AGUA DULCE,CA
Destination
ESSEX,CA

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - 3000/ 100
Runway Surface - DIRT
Runway Status - DRY

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

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

Age - 45
Biennial Flight Review
Current - YES
Months Since - 12
Aircraft Type - C-182

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

Total	- 500	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-----

UPON REACHING HIS DESTINATION THE PILOT DESCENDED TO MAKE A MESSAGE DROP. HE SELECTED A FLIGHT PATH THAT WAS PERPENDICULAR TO A 55 FOOT TALL, UNMARKED, ELECTRICAL POWER LINE. DURING THE LOW PASS FOR THE DROP THE AIRCRAFT COLLIDED WITH THE ELECTRICAL WIRES. THE AIRCRAFT THEN DESCENDED INTO A GROUP OF RAILROAD SIGNAL AND ELECTRICAL WIRES BEFORE COLLIDING WITH THE GROUND.

Brief of Accident (Continued)

File No. - 2190

1/07/87

ESSEX,CA

A/C Reg. No. N28MB

Time (Lc1) - 1145 PST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. LOW PASS - ATTEMPTED - PILOT IN COMMAND
 4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2118 2/24/87 MODESTO, CA A/C Reg. No. N8808E Time (Lcl) - 0730 PST

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

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

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

Make/Model - EAGLE DW-1	Eng Make/Model - LYCOMING IO-540-M1B5D	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 4000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 1	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRSTRIP
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point MODESTO, CA	
Method - N/A	Destination LOCAL	Airport Data
Completeness - N/A		AG STRIP
Basic Weather - VMC	ATC/Airspace	Runway Ident - UNK/NR
Wind Dir/Speed- LIGHT AND VARIABLE	Type of Flight Plan - NONE	Runway Lth/Wid - 1900/ 100
Visibility - 25.0 SM	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	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 - 44	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7050
SE LAND	Months Since - 21	Make/Model- 800
	Aircraft Type - UNK/NR	Instrument- 20
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT STATED THAT JUST AFTER THE AIRCRAFT BECAME AIRBORNE, IT BEGAN TO LOSE ALTITUDE AND STRUCK A CANAL BANK AT THE END OF THE DIRT STRIP. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS. THE ACFT WAS LOADED WITH 220 GALLONS OF FUNGICIDE AND 40 GALS OF FUEL.

Brief of Accident (Continued)

File No. - 2118

2/24/87

MODESTO,CA

A/C Reg. No. N8808E

Time (Lcl) - 0730 PST

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

Finding(s)

1. TERRAIN CONDITION - DIRT BANK
 2. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 3. PROPER CLIMB RATE - NOT OBTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2189 4/09/87 MALIBU, CA A/C Reg. No. N4304F Time (Lcl) - 2111 PDT

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

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

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

Make/Model - PIPER PA-28-161	Eng Make/Model - LYCOMING O-320-D3G	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2447	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	VAN NUYS, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- CALM	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 40.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 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 - NIGHT(DARK)		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 122
SE LAND	Months Since - 8	Make/Model- 111
	Aircraft Type - PA-28	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 4
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT & HIS 3 PASSENGERS MET AT A BAR THEN DECIDED TO GO ON A LOCAL NIGHT SCENIC FLT. SUBSEQUENTLY, THE ACFT CRASHED INTO THE OCEAN AS THE PLT WAS DEMONSTRATING LOW FLT OVER THE WATER. THE PLT & 1 PASSENGER WERE HOSPITALIZED & TREATED FOR INJURIES & HYPOTHERMIA. THE OTHER 2 PASSENGERS DIED FROM DROWNING. THE SURVIVING PASSENGER SAID THAT BEFORE THE FLT, SHE OBSERVED THE PLT CONSUME "ONE CORONA" AFTER SHE ARRIVED AT THE BAR. A CHECK OF THE PLT'S BLOOD SHOWED AN ALCOHOL LVL OF 0.02%.

Brief of Accident (Continued)

File No. - 2189

4/09/87

MALIBU, CA

A/C Reg. No. N4304F

Time (Lc1) - 2111 PDT

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

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
2. LIGHT CONDITION - DARK NIGHT
3. TERRAIN CONDITION - WATER, ROUGH
4. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. PHYSICAL IMPAIRMENT (ALCOHOL) - 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) 2,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2071 4/20/87 LOWER LAKE,CA A/C Reg. No. N69628 Time (Lcl) - 1140 PDT

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

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

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

Make/Model - CESSNA 310Q	Eng Make/Model - CONTINENTAL IO-470-V0	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point SAN JOSE,CA	Airport Data
Method - N/A	Destination LOWER LAKE,CA	PEARCE FIELD
Completeness - N/A	ATC/Airspace	Runway Ident - 30
Basic Weather - VMC	Type of Flight Plan - NONE	Runway Lth/Wid - 2485/ 50
Wind Dir/Speed- CALM	Type of Clearance - NONE	Runway Surface - ASPHALT
Visibility - 25.0 SM	Type Apch/Lndg - NONE	Runway Status - UNK/NR
Lowest Sky/Clouds - UNK/NR		
Lowest Ceiling - UNK/NR		
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 39	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - UNK/NR	Total - 1500
SE LAND,ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A CESSNA 310Q OVERRAN RWY 30 AND COLLIDED WITH TERRAIN OFF THE DEPARTURE END. A WITNESS STATED THE ACFT LANDED AT APRX MID-FIELD ON THE 2,485 FT BY 50 FT ASPHALT RWY AND WAS UNABLE TO STOP. BASED ON THE WITNESSES' STATEMENT APRX 1,240 FT WOULD BE AVAILABLE FOR LANDING. THE PLT REPORTED TO THE FAA THE WINDS WERE CALM AT THE TIME. THE AIRPORT MASTER RECORD INDICATES THAT THERE ARE 50 FT TREES LOCATED 400 FT ON A 130 DEGREE RADIAL FROM THE DISPLACED THRESHOLD. RWY 30 HAS A 380 FT DISPLACED THRESHOLD LEAVING 2,105 FT REMAINING FOR LANDING TOUCHDOWN AND ROLLOUT. THE OPERATORS MANUAL FOR THE CESSNA 310Q INDICATES AN APPROXIMATE DISTANCE OF 1,500 FT WOULD BE REQUIRED TO LAND OVER A 50 FT OBSTACLE. ACCORDING TO THE POLICE REPORT, THE PLT INDICATED THAT HE HAD MADE A NORMAL APPROACH AND LANDING, BUT THE ROLLOUT WAS "LONGER THAN NORMAL." THE PLT DID NOT INDICATE TO THE POLICE THAT THERE WAS ANY MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2071

4/20/87

LOWER LAKE, CA

A/C Reg. No. N69628

Time (Lc1) - 1140 PDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. TERRAIN CONDITION - HIGH VEGETATION
 2. PLANNED APPROACH - POOR - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

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

Finding(s)

5. ABORTED 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) 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. - 2115 4/25/87 SHAFTER, CA A/C Reg. No. N86Z Time (Lcl) - 1015 PDT

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

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

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

Make/Model	- NORTH AMERICAN F-86F	Eng Make/Model	- GE J47-27	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 16550	Engine Type	- TURBOJET		
No. of Seats	- 1	Rated Power	- 4850 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 - 7.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">VAN NUYS, CA</p> <p>Destination</p> <p style="padding-left: 20px;">SHAFTER, CA</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - FORCED LANDING</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">SHAFTER-MINTER FLD</p> <p>Runway Ident - 12</p> <p>Runway Lth/Wid - 4520/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">PRIVATE</p> <p style="padding-left: 20px;">SE LAND</p>	<p>Age - 46</p> <p>Biennial Flight Review</p> <p style="padding-left: 20px;">Current - UNK/NR</p> <p style="padding-left: 20px;">Months Since - UNK/NR</p> <p style="padding-left: 20px;">Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <table border="0" style="width: 100%;"> <tr> <td>Total - 1600</td> <td>Last 24 Hrs - UNK/NR</td> </tr> <tr> <td>Make/Model- 270</td> <td>Last 30 Days- UNK/NR</td> </tr> <tr> <td>Instrument- 0</td> <td>Last 90 Days- UNK/NR</td> </tr> </table>	Total - 1600	Last 24 Hrs - UNK/NR	Make/Model- 270	Last 30 Days- UNK/NR	Instrument- 0	Last 90 Days- UNK/NR
Total - 1600	Last 24 Hrs - UNK/NR							
Make/Model- 270	Last 30 Days- UNK/NR							
Instrument- 0	Last 90 Days- UNK/NR							

Instrument Rating(s) - NONE

-----Narrative-----

FOLLOWING AN AIRSHOW, THE PILOT TRANSMITTED WHILE ON FINAL APPROACH TO THE RUNWAY, THAT THE ENGINE HAD SEIZED. THE AIRCRAFT WAS LANDED WITH THE LANDING GEAR RETRACTED. DURING THE FLARE THE AIRCRAFT BECAME UNCONTROLLABLE, BOUNCED SEVERAL TIMES ON THE RUNWAY, AND BURST INTO FLAMES. POST CRASH INVESTIGATION CONFIRMED THAT THE ENGINE WAS NOT ROTATING (OR WINDMILLING) AND THAT THE EMERGENCY HYDRAULIC SYSTEM WAS NOT BEING USED. FURTHERMORE, THE EJECTION SEAT WAS DISABLED AND THE PILOT WAS NOT WEARING A PARACHUTE.

Brief of Accident (Continued)

File No. - 2115

4/25/87

SHAFTER, CA

A/C Reg. No. N86Z

Time (Lc1) - 1015 PDT

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

Finding(s)

1. TURBINE ASSEMBLY - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. HYDRAULIC SYSTEM - NO PRESSURE
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND

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

Finding(s)

4. WHEELS UP LANDING
5. FLARE - NOT POSSIBLE -

-----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. - 2055

4/26/87

RUBIDOUX,CA

A/C Reg. No. N101DN

Time (Lcl) - 1130 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

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

Make/Model - HUGHES 269B

Landing Gear - SKID

Max Gross Wt - 1670

No. of Seats - 3

Eng Make/Model - LYCOMING HIO-360-A1A

Number Engines - 1

Engine Type - RECIP-FUEL INJECTED

Rated Power - 180 HP

ELT Installed/Activated - UNK/NR

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 280/007 KTS

Visibility - 3.000 SM

Lowest Sky/Clouds - PART OBS

Lowest Ceiling - 10000 FT BROKEN

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

RUBIDOUX,CA

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

FLA-BOB

Runway Ident - UNK/NR

Runway Lth/Wid - UNK/NR

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 58

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	500	Last 24 Hrs	-	0
Make/Model	-	1	Last 30 Days	-	0
Instrument	-	0	Last 90 Days	-	0

Instrument Rating(s) - NONE

-----Narrative-----

A HUGHES 269B WENT OUT OF CONTROL AND COLLIDED WITH THE GROUND DURING A T/O TO A HOVER. THE PILOT HAD PURCHASED THE AIRCRAFT RECENTLY AND WAS LEARNING TO FLY IT. HE WAS SCHEDULED FOR HIS FIRST FLIGHT LESSON ON THE DAY OF THE ACCIDENT. THE CFI REPORTED THAT HE HAD TOLD THE STUDENT PILOT TO WAIT FOR HIM AND NOT TO TOUCH ANYTHING. WHILE WAITING FOR THE FLIGHT INSTRUCTOR, THE NON ROTORCRAFT RATED STUDENT PILOT STARTED THE AIRCRAFT, RAN IT UP TO FULL RPM, AND THEN BEGAN TO INCREASE THE COLLECTIVE PITCH CONTROL. THE HELICOPTER CLIMBED VERTICALLY TO A HIGH HOVER AND THE PILOT LOST CONTROL. THE PILOT STATED THAT HE HAD NOT RELEASED THE CYCLIC FRICTION BEFORE BECOMING AIRBORNE. THE PILOT INDICATED HE HAD ABOUT 500 HOURS OF FLIGHT TIME BUT DID NOT SPECIFY THE TYPE AND NO SUBSTANTIATION OF THE TIME COULD BE MADE.

Brief of Accident (Continued)

File No. - 2055

4/26/87

RUBIDOUX,CA

A/C Reg. No. N101DN

Time (Lcl) - 1130 PDT

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

Finding(s)

1. JUDGEMENT - POOR - DUAL STUDENT
 2. INSTRUCTIONS,WRITTEN/VERBAL - DISREGARDED - DUAL STUDENT
-

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
 4. VERTICAL TAKEOFF - UNCONTROLLED - DUAL STUDENT
-

-----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. - 2026 4/28/87 PLEASANT GROVE, CA A/C Reg. No. N3633B Time (Lcl) - 0810 PDT

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

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

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

Make/Model - SCHWEIZER G-164B	Eng Make/Model - P&W R-1340	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 050/012 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 50.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		ROUGH
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----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 - YES	Total - 13000
SE LAND, ME LAND	Months Since - 7	Make/Model- 500
HELICOPTER	Aircraft Type - UNK/NR	Instrument- 50
		Multi-Eng - 50
		Last 24 Hrs - 8
		Last 30 Days- UNK/NR
		Last 90 Days- 200
		Rotorcraft - 1600

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT REPORTED THAT DURING A TURN FOR THE NEXT PASS OVER THE FIELD, THE ENGINE QUIT. THE AIRCRAFT WAS TURNED INTO THE WIND AND WAS LANDED ON A ROUGH PLOWED FIELD. DURING THE LANDING ROLL THE AIRCRAFT NOSED OVER. THE ACFT WAS NOT EXAMINED AT THE SCENE. TO DATE, THE OPERATOR HAS NOT REPORTED ANY FAILURES OR MALFUNCTIONS OF THE ENGINE.

Brief of Accident (Continued)

File No. - 2026

4/28/87

PLEASANT GROVE, CA

A/C Reg. No. N3633B

Time (Lcl) - 0810 PDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING - TURN TO REVERSE DIRECTION

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

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

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2100 5/11/87 HOLTVILLE, CA A/C Reg. No. N1001Z Time (Lcl) - 2000 PDT

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

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

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

Make/Model - TEXAS HELICOPTER M74L-WASP	Eng Make/Model - LYCOMING VO-435	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 130/010 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 - NONE	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-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND	Months Since - 5	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - GA-7	Make/Model- 1050
		Instrument- 43
		Multi-Eng - 50
		Last 30 Days- 40
		Last 90 Days- 50
		Rotorcraft - 1085

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE PILOT REPORTED THAT THE ELECTRICAL SYSTEM FAILED. SHORTLY AFTER, THE AIRCRAFT COLLIDED WITH POWER LINES. INSPECTION OF THE AIRCRAFT REVEALED THAT THE GENERATOR WAS INOPERATIVE. THERE WERE NO OTHER REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2100

5/11/87

HOLTVILLE,CA

A/C Reg. No. N1001Z

Time (Lcl) - 2000 PDT

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

Finding(s)

1. ELECTRICAL SYSTEM,GENERATOR - FAILURE,TOTAL
2. IMPROPER USE OF PROCEDURE,DIVERTED ATTENTION - PILOT IN COMMAND
3. OBJECT - WIRE,TRANSMISSION
4. VISUAL LOOKOUT - NOT MAINTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
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) 4

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2101 5/21/87 MENDOTA, CA A/C Reg. No. N4012Y Time (Lcl) - 0530 PDT

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

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

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

Make/Model	- AYRES S2R-T34	Eng Make/Model	- P&W PT6-34-AG	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 3750	Engine Type	- TURBOPROP		
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	MENDOTA, CA	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 315/002 KTS	ATC/Airspace	Runway Ident
Visibility	- 10.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- DIRT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAWN		

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

Pilot-In-Command	Age - 46	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 7800	Last 24 Hrs - 4
SE LAND	Months Since - 20	Make/Model - 5000	Last 30 Days - UNK/NR
HELICOPTER	Aircraft Type - UNK/NR	Instrument - UNK/NR	Last 90 Days - 50
		Multi-Eng - UNK/NR	Rotorcraft - 300

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AGRICULTURAL APPLICATION FLIGHT, THE AIRCRAFT STRUCK A POLE THAT WAS LOCATED 30 FEET WITHIN THE FIELD BOUNDARY. THE PILOT STATED THAT DUE TO THE DAWN LIGHT AND THE WAY THE POLE BLENDED IN WITH THE FIELD ALONG WITH A LIGHT AMOUNT OF CHEMICAL ON THE WINDSHIELD, HE DID NOT SEE THE POLE TO AVOID THE COLLISION. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2101

5/21/87

MENDOTA, CA

A/C Reg. No. N4012Y

Time (Lc1) - 0530 PDT

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

Finding(s)

1. LIGHT CONDITION - DAWN
2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
3. OBJECT - UTILITY POLE
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
6. IMPROPER USE OF PROCEDURE, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2198 5/29/87 AVENAL, CA A/C Reg. No. N3274S Time (Lcl) - 1730 PST

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

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

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

Make/Model - CESSNA 182G	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	AVENAL, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	AVENAL
Wind Dir/Speed- 200/014 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 30.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 20000 FT THIN BKN	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 - 39	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - NO	Total - 325
SE LAND	Months Since - 23	Last 24 Hrs - 2
	Aircraft Type - C-182	Make/Model- 191
		Last 30 Days- 9
		Instrument- 8
		Last 90 Days- 23

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 182G COLLIDED WITH TREES DURING LANDING ROLLOUT ON A DIRT ROAD. THE PILOT INDICATED DURING A TELEPHONE INTERVIEW THAT THE MANIFOLD PRESSURE GRADUALLY DROPPED TO 18 POUNDS. THE AIRCRAFT WAS UNABLE TO MAINTAIN ALTITUDE AND THE PILOT LANDED THE AIRCRAFT ON A DIRT ROAD. DURING THE LANDING ROLL BOTH WINGS COLLIDED WITH TREES. THE PILOT STATED, "AFTER THINKING IT OUT I SUSPECT I ENCOUNTERED CARBURETOR ICE. I DID NOT PERFORM THE PROCEDURES." THE PILOT INDICATED ON HIS PILOT/OPERATOR ACCIDENT REPORT THAT HE SUSPECTED A POWER LOSS WHILE OVER 4,343 FEET MSL HIGH MOUNTAIN. HE ELECTED TO LAND ON A RIDGE ." THE PILOT ALSO INDICATED HE TOUCHED DN WITH TOO MUCH SPEED, SO HE ATTEMPTED TO LIFT OFF AGAIN, BUT COULD NOT GAIN ALTITUDE.

Brief of Accident (Continued)

File No. - 2198

5/29/87

AVENAL,CA

A/C Reg. No. N3274S

Time (Lc1) - 1730 PST

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

Finding(s)

1. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. CARBURETOR HEAT - NOT USED - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. PLANNED APPROACH - POOR - PILOT IN COMMAND

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

Finding(s)

4. OBJECT - TREE(S)
5. GO-AROUND - NOT POSSIBLE - PILOT IN COMMAND
6. TERRAIN CONDITION - ROUGH/UNEVEN

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

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

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

Brief of Accident

File No. - 2196

6/02/87

OXNARD, CA

A/C Reg. No. N7320A

Time (Lcl) - 2212 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 152

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 - IMC

Wind Dir/Speed- CALM

Visibility - 1.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 600 FT OBSCURED

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOS ANGELES, CA

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

OXNARD

Runway Ident - 25

Runway Lth/Wid - 5950/ 100

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 - 57

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-152

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
319	1	4	10

Make/Model- 319

Instrument- 0

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED OXNARD ARPT ON A VFR FLT TO WHITEMANT ARPT, LOS ANGELES, CA. GRND WITNESS OBSVD THE AIRPLANE ENTER CLOUDS AND FOG AFTER CROSSING THE WESTERN EDGE OF THE ARPT BOUNDARY. THE AIRPLANE WAS THEN OBSVD IN A DESCENDING LEFT TURN SOUTH OF THE ARPT. WHERE IT COLLIDED WITH WIRES AND CRASHED. THE PLT REPTD THAT THE AIRPLANE SUSTAINED A POWER LOSS AND THAT HE WAS EXECUTING A FORCED LNDG; THE WITNESSES REPTD THAT THE ENGINE SOUND WAS STEADY THROUGHOUT THE CRASH SEQUENCE.

Brief of Accident (Continued)

File No. - 2196

6/02/87

OXNARD, CA

A/C Reg. No. N7320A

Time (Lcl) - 2212 PDT

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

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. WEATHER CONDITION - LOW CEILING
3. WEATHER CONDITION - FOG
4. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

6. OBJECT - WIRE, TRANSMISSION

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2200 6/06/87 FRESNO, CA A/C Reg. No. N76546 Time (Lcl) - 2250 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Make/Model - CESSNA 120
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1450
No. of Seats - 2

Eng Make/Model - CONTINENTAL C-85
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - 25000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
MERCED, CA
Destination
FRESNO, CA

Airport Proximity
ON AIRPORT

Airport Data

SIERRA SKY PARK
Runway Ident - 30
Runway Lth/Wid - 2920/ 50
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 - 45
Biennial Flight Review
Current - YES
Months Since - 22
Aircraft Type - C-120

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 860
Last 24 Hrs - 2
Make/Model- 860
Last 30 Days- UNK/NR
Instrument- 0
Last 90 Days- 25

Instrument Rating(s) - NONE

-----Narrative-----

A CESSNA 120 LANDED LEFT OF THE RUNWAY ON A ROUGH DIRT AREA AND NOSED OVER. THE PILOT INDICATED THAT THE AIRPORT IS NOT LIGHTED. THE RUNWAY IS EQUIPPED WITH WHITE REFLECTORS AND THE TAXIWAYS ARE EQUIPPED WITH AMBER REFLECTORS. THE PILOT STATED HE WAS UNABLE TO DISTINGUISH THE DIFFERENCE IN THE COLORED REFLECTORS WHILE IN FLIGHT. THE PILOT ALIGNED THE AIRCRAFT WITH AMBER PARALLEL TAXIWAY REFLECTORS ON THE LEFT AND WHITE RUNWAY REFLECTORS ON THE RIGHT. THE AIRCRAFT TOUCHED DOWN ON A PERPENDICULAR TAXIWAY JUST PAST AMBER REFLECTORS WHICH APPEARED TO BE RUNWAY END MARKINGS. THE AIRCRAFT ROLLED OUT ACROSS THE PERPENDICULAR TAXIWAY AND NOSED OVER IN THE ROUGH DIRT AREA BETWEEN THE RUNWAY AND THE PARALLEL TAXIWAY.

Brief of Accident (Continued)

File No. - 2200

6/06/87

FRESNO, CA

A/C Reg. No. N76546

Time (Lcl) - 2250 PDT

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

Finding(s)

1. LIGHT CONDITION - NIGHT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. IMPROPER USE OF FACILITY, VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. TERRAIN CONDITION - ROUGH/UNEVEN
 5. PLANNED APPROACH - MISJUDGED - PILOT IN COMMAND
 6. PROPER ALIGNMENT - NOT ATTAINED - 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) 2,5,6

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

Brief of Accident

File No. - 2019 6/28/87 SALINAS, CA A/C Reg. No. N6288N Time (Lcl) - 0935 PDT

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - BELL 47G-5
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 2

Eng Make/Model - LYCOMING VO-435-B1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 200/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 2000 FT

Lowest Ceiling - 2000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

SALINAS, CA

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

SALINAS

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - WET

SOFT

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL,CFI

SE LAND,ME LAND

HELICOPTER

Age - 53

Biennial Flight Review

Current - YES

Months Since - 8

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 13957

Make/Model- 4500

Instrument- 193

Multi-Eng - 490

Last 24 Hrs - 5

Last 30 Days- UNK/NR

Last 90 Days- 100

Rotorcraft - 7947

Instrument Rating(s) - AIRPLANE

-----Narrative-----

AT THE END OF AN AERIAL APPLICATION OPERATION, ENROUTE TO THE AIRPORT, THE ENGINE QUIT. THE PILOT AUTOROTATED THE HELICOPTER ONTO A SOFT FIELD, WHERE ON TOUCHDOWN, THE HELICOPTER WAS SUBSTANTIALLY DAMAGED. INSPECTION OF THE HELICOPTER REVEALED THAT THE FUEL TANKS CONTAINED LESS THAN THE USABLE AMOUNT OF FUEL FOR OPERATION.

Brief of Accident (Continued)

File No. - 2019

6/28/87

SALINAS,CA

A/C Reg. No. N6288N

Time (Lc1) - 0935 PDT

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

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
3. FUEL CONSUMPTION CALCULATIONS - NOT PERFORMED - PILOT IN COMMAND
4. ENGINE INSTRUMENTS,FUEL QUANTITY GAGE - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

5. TERRAIN CONDITION - SOFT

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

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

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

Brief of Accident

File No. - 2132 7/17/87 PATTERSON,CA A/C Reg. No. N50RH Time (Lcl) - 1730 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - HASTINGS THORP T18
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - 1200
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/017 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
OAKDALE,CA
Destination
PATTERSON,CA

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data
PATTERSON

Runway Ident - 17
Runway Lth/Wid - 2500/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 54

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - THORP18

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 650	Last 24 Hrs - UNK/NR
Make/Model- 450	Last 30 Days- UNK/NR
Instrument- 0	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PLEASURE FLIGHT, THE AIRCRAFT WAS LANDING WITH A 90 DEGREE CROSSWIND WITH A VELOCITY OF APPROXIMATELY 20 MPH. DURING THE LANDING ROLL, THE AIRCRAFT GROUND LOOPED, RAN OFF THE RUNWAY AND NOSED OVER. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2132

7/17/87

PATTERSON, CA

A/C Reg. No. N50RH

Time (Lcl) - 1730 PDT

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

Finding(s)

1. WEATHER CONDITION - CROSSWIND
2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. WEATHER EVALUATION - POOR - PILOT IN COMMAND
4. GROUND LOOP/SWERVE - UNCONTROLLED -

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) 2

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

Brief of Accident

File No. - 2127 7/29/87 TAFT,CA

A/C Reg. No. N6725K

Time (Lcl) - 1630 PDT

-----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 -POSITIONING

Flight Conducted Under -14 CFR 91

Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - GRUMMAN G-164B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 4200

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- 360/006 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

BUTTON WILLOW,CA

Destination

SAME AS ACC/INC

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 20

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3831	Last 24 Hrs	- 2
Make/Model-	3300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	65

Instrument Rating(s) - NONE

-----Narrative-----

DURING A REPOSITIONING FLIGHT, THE PLT LANDED THE AIRCRAFT ON A DIRT ROAD. DURING THE LANDING ROLL THE LEFT WING STRUCK AN IRRIGATION STANDPIPE. THE AIRCRAFT TURNED RAPIDLY WHICH COLLAPSED THE MAIN LANDING GEAR. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED.

Brief of Accident (Continued)

File No. - 2127

7/29/87

TAFT, CA

A/C Reg. No. N6725K

Time (Lcl) - 1630 PDT

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

Finding(s)

1. OBJECT - POLE
2. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
3. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2168

8/05/87

RIVERSIDE, CA

A/C Reg. No. N3712

Time (Lcl) - 0720 PDT

-----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	0	0

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

Fire
NONE

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

Make/Model - CURTISS JN-4
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - CURTISS OX-X6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 90 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
RUBIDOUX, CA
Destination
CORONA, CA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA

Age - 45

Biennial Flight Review

Current - YES
Months Since - 12
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 6500	Last 24 Hrs	- 1
Make/Model	- 30	Last 30 Days	- UNK/NR
Instrument	- 53	Last 90 Days	- 65
Multi-Eng	- 600	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A BUSINESS FLIGHT, THE ENGINE EXPERIENCED A LOSS OF ENGINE POWER. THE PILOT MADE A FORCED LANDING IN AN OPEN AREA WHERE DURING THE TOUCHDOWN, THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. THE PLT STALLED THE ACFT WHILE STILL SEVERAL FT OFF THE GROUND. THE ACFT RT WING DROPPED AND THE ACFT TURNED RT BEFORE CRASHING IN A CONSTRUCTION SITE PARKING LOT. ACCORDING TO AN ENGINE OVERHAUL FACILITY, THIS ENGINE HAD A COOLANT PUMP LOCATED DIRECTLY ABOVE THE CARBURETOR. THIS PUMP HAD A HISTORY OF LEAKING, AND WOULD CAUSE A SUBSTANTIAL POWER LOSS WHEN NOT MAINTAINED CORRECTLY. THE LEAKING COOLANT PUMP WOULD INTRODUCE CONTAMINATES THROUGH SEVERAL PORTS IN THE CARBURETOR.

Brief of Accident (Continued)

File No. - 2168

8/05/87

RIVERSIDE,CA

A/C Reg. No. N3712

Time (Lc1) - 0720 PDT

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

Finding(s)

1. COOLING SYSTEM,PUMP - LEAK
2. FUEL SYSTEM,CARBURETOR - CONTAMINATION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. FLARE - PREMATURE - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2153 8/05/87 BRENTWOOD, CA A/C Reg. No. N61PC Time (Lcl) - 0630 PDT

-----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 -DESCENT

Fire
NONE

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

Make/Model - HILLER UH-23-D

Landing Gear - SKID

Max Gross Wt - 3100

No. of Seats - 2

Eng Make/Model - LYCOMING O-540

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 305 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 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 - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

HELICOPTER

Age - 36

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

Make/Model- 4900

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 4

Last 30 Days- 90

Last 90 Days- UNK/NR

Rotorcraft - 4900

Instrument Rating(s) - UNK/NR

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, THE TAIL BOOM WEIGHT SEPARATED AND CONTACTED THE TAIL ROTOR. THE PILOT LOST CONTROL OF THE AIRCRAFT AND COLLIDED WITH A TREE AND SUBSEQUENTLY THE TERRAIN. POST ACC INVEST REVEALED THAT THE "PIP PINS" WHICH SECURE THE TAIL BOOM WEIGHT BROKE IN FLT ALLOWING MOVEMENT OF THE WEIGHT.

Brief of Accident (Continued)

File No. - 2153

8/05/87

BRENTWOOD, CA

A/C Reg. No. N61PC

Time (Lc1) - 0630 PDT

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

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - FAILURE, PARTIAL
 2. FUSELAGE, ATTACHMENT - SEPARATION
-

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

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

Finding(s)

3. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2154 8/21/87 REDLANDS, CA A/C Reg. No. N2GQ Time (Lcl) - 0745 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - QUICKIE Q-200
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1100
No. of Seats - 2

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
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
REDLANDS, CA
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

REDLANDS
Runway Ident - 26
Runway Lth/Wid - 4500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 72
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 2320
Make/Model-	50
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A DEMO FLT THE ACFT WAS OBSERVED ON FINAL APPROACH WHEN IT COLLIDED WITH THE TERRAIN AND WAS CONSUMED BY FIRE. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED. THE PLT MADE A RADIO CALL AS HE TURNED TO THE BASE LEG. THERE WAS NO REPORT OF ANY EMERGENCY CONDITION. THE ACFT IMPACTED ROUGH TERRAIN ABOUT 400 YDS SHORT OF THE RWY. THE PLT/OWNER HAD BEEN RECHECKED BY FAA ON 10/23/86 BECAUSE HE WAS OBSERVED HAVING DIFFICULTY LNDG AND TAKING OFF IN THE QUICKIE TRI Q-200. THE PAX WAS A STU PLT TAKING A FAM RIDE IN THE ACFT. THE ACFT IS CONTROLLED BY A SINGLE CONTROL STICK BETWEEN THE TWO PLTS. IT IS NOT KNOWN WHO WAS FLYING THE ACFT AT THE TIME OF THE ACC. THE ACFT WAS ESTIMATED TO BE ABOUT 200 LBS OVERWEIGHT WHEN IT CRASHED.

Brief of Accident (Continued)

File No. - 2154

8/21/87

REDLANDS, CA

A/C Reg. No. N2GQ

Time (Lcl) - 0745 PDT

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

Finding(s)

1. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2175

8/23/87

RAMONA, CA

A/C Reg. No. N6524J

Time (Lcl) - 1430 PDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

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

Fire
NONE

Crew
Pass

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

Make/Model - SAWYER DF-9
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1050
No. of Seats - 1

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 - NO

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

Weather Data

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

Itinerary

Last Departure Point
ROMONA, CA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RAMONA
Runway Ident - 27
Runway Lth/Wid - 4000/ 50
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

ATP,CFI
SE LAND,ME LAND,SE SEA
GLIDER

Age - 34

Biennial Flight Review

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

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6500	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-----

DURING THE THIRD TEST FLT, THE PLT WAS TO FLY THE ACFT TO 6000 FT FOR SLOW FLT AND FLUTTER TESTING AT INCREASING SPEEDS TO 200 MPH. THE PLT WAS THEN TO COMPLETE A SHALLOW DESCENT TO TOUCH-DOWN WITH AN ON FINAL, OVER-THE-FENCE SPEED NOT TO EXCEED 75 MPH. INSTEAD, UPON REACHING APRX 300 FT AGL HE DOVE THE PLANE TO APRX 50 FT AND PROCEEDED TO DO A HIGH SPEED PASS DOWN THE RWY. AT THREE QUARTERS THE WAY DOWN THE RWY A LOUD BANG WAS HEARD AND A PIECE OF THE ELEVATOR SEPARATED FROM THE ACFT. THE PLANE DOVE SLIGHTLY THEN COLLIDED WITH THE TERRAIN.

Brief of Accident (Continued)

File No. - 2175

8/23/87

RAMONA, CA

A/C Reg. No. N6524J

Time (Lcl) - 1430 PDT

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

Finding(s)

1. LOW PASS - INTENTIONAL -
 2. FLIGHT CONTROL, ELEVATOR - SEPARATION
 3. AIRSPEED - EXCESSIVE - PILOT IN COMMAND
 4. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2169 9/14/87 CHINO, CA A/C Reg. No. N157JG Time (Lcl) - 1844 PDT

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

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

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

Make/Model	- GEIGER DRAGONFLY	Eng Make/Model	- VOLKSWAGEN D-60	ELT Installed/Activated	- NO	-N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO	
Max Gross Wt	- 640	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	OHIO
Wind Dir/Speed	- 240/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 4.000 SM	Type of Flight Plan	- 03
Lowest Sky/Clouds	- PART OBS	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- NONE	- 6222/ 150
Obstructions to Vision	- HAZE	Type Apch/Lndg	Runway Surface
Precipitation	- NONE	- TRAFFIC PATTERN	- ASPHALT
Condition of Light	- DUSK	FULL STOP	Runway Status
			- DRY

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

Pilot-In-Command	Age - 60	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total - 1650	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 2	Make/Model - 35	Last 30 Days - UNK/NR
	Aircraft Type - DRAGONF	Instrument - 0	Last 90 Days - 23
		Multi-Eng - 4	

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF A PERFORMANCE TEST FLIGHT, THE PLT STATED THAT THE ACFT WAS ROTATED TO A LANDING ATTITUDE AT A HIGHER THEN NORMAL ALTITUDE ABOVE THE GROUND. THE ACFT CONTACTED THE RWY AND BOUNCED THREE TIMES, RESULTING IN SUBSTANTIAL DAMAGE.

Brief of Accident (Continued)

File No. - 2169

9/14/87

CHINO, CA

A/C Reg. No. N157JG

Time (Lc1) - 1844 PDT

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

Finding(s)

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2181 9/22/87 BUTTONWILLOW, CA A/C Reg. No. N6607Q Time (Lcl) - 1230 PDT

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

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

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

Make/Model - GRUMMAN G164B	Eng Make/Model - P & W R-1340-AN1	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 4500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 600 HP	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 004 KTS</p> <p>Visibility - 6.0 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 BUTTONWILLOW, CA</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 - 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 - DIRT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>PRIVATE, COMMERCIAL</p> <p>SE LAND, ME LAND</p>	<p>Age - 38</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 23</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 19444</p> <p>Make/Model- 16000</p> <p>Instrument- 105</p> <p>Multi-Eng - 850</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 200</p> <p>Rotorcraft - 44</p>
--	--	---

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, AFTER PULLING OUT OF A PASS OVER A FIELD THE PLT HEARD A LOUD BANG FOLLOWED BY SEVERE ENGINE VIBRATION. THE ACFT LOST POWER AND THE PILOT MADE A FORCED LANDING IN A PLOWED FIELD. DURING THE LANDING ROLL THE ACFT NOSED OVER. EXAMINATION REVEALED THAT THE ENGINE HAD MULTIPLE ROD FAILURES, NUMBERS 1,2,3, AND 5.

Brief of Accident (Continued)

File No. - 2181

9/22/87

BUTTONWILLOW, CA

A/C Reg. No. N6607Q

Time (Lcl) - 1230 PDT

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation MANEUVERING - AERIAL APPLICATION

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

2. TERRAIN CONDITION - SOFT

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

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

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

Brief of Accident

File No. - 2182 11/14/87 BROWNS VALLEY, CA A/C Reg. No. N19NS Time (Lcl) - 1145 PDT

-----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 - STOOPIN SCORPION	Eng Make/Model - ROTORWAY RW-133	ELT Installed/Activated - NO -N/A
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1385	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 133 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	BROWNS VALLEY, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 120/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 125
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 125
		Last 30 Days- 6
		Instrument- 0
		Last 90 Days- 7
		Rotorcraft - 125

Instrument Rating(s) - NONE

-----Narrative-----

DURING THE LOCAL FLIGHT, THE ACFT WAS OBSERVED AT 300 FT WHEN A POWER LOSS APPARENTLY OCCURRED. THE AIRCRAFT DESCENDED STEEPLY INTO A WOODED AREA. THE WITNESS STATED THAT THE PILOT/MANUFACTURER HAD PERFORMED MAINTENANCE ON THE AIRCRAFT, S ENGINE IMMEDIATELY BEFORE THE FLIGHT. THE WITNESS REPORTED HEARING A LOUD SOUND AS THE ENGINE FAILED AND THE AIRCRAFT BEGAN THE DESCENT.

Brief of Accident (Continued)

File No. - 2182

11/14/87

BROWNS VALLEY, CA

A/C Reg. No. N19NS

Time (Lcl) - 1145 PDT

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

Finding(s)

1. POWERPLANT - FAILURE, TOTAL
2. MAINTENANCE, ADJUSTMENT - IMPROPER - MANUFACTURER

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AUTOROTATION - ATTEMPTED - PILOT IN COMMAND

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

Finding(s)

4. TERRAIN CONDITION - NONE SUITABLE
5. OBJECT - TREE(S)

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2185 12/11/87 PETALUMA, CA A/C Reg. No. N51843 Time (Lcl) - 1345 PST

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

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

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

Make/Model	- TEXAS HELICOPTER WASP/M74L	Eng Make/Model	- LYCOMING VO-435-A1F	ELT Installed/Activated	- NO -N/A
Landing Gear	- SKID	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 2800	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 265 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		OFF AIRPORT/STRIP	
Method	- N/A	PETALUMA, CA			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	LOCAL		Runway Ident	- N/A
Wind Dir/Speed	- 320/012 KTS	ATC/Airspace		Runway Lth/Wid	- N/A
Visibility	- 30.0 SM	Type of Flight Plan	- NONE	Runway Surface	- DIRT
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- NONE	Runway Status	- DRY
Lowest Ceiling	- NONE	Type Apch/Lndg	- NONE		
Obstructions to Vision	- NONE				
Precipitation	- NONE				
Condition of Light	- DAYLIGHT				

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

Pilot-In-Command	Age - 47	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total - 6000	Last 24 Hrs - 2
SE LAND	Months Since - 6	Make/Model - 1000	Last 30 Days - 40
HELICOPTER	Aircraft Type - BELL47	Instrument - 20	Last 90 Days - 80
			Rotorcraft - 5200

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLIGHT, WHILE ON THE LAST PASS, THE AIRCRAFT STRUCK A POWER LINE THAT BECAME ENTANGLED IN THE ROTOR BLADES. THE PILOT WAS UNABLE TO MAINTAIN CONTROL OF THE AIRCRAFT AND COLLIDED WITH THE TERRAIN. THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2185

12/11/87

PETALUMA, CA

A/C Reg. No. N51843

Time (Lcl) - 1345 PST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. 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) 2

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

Brief of Accident

File No. - 2184 12/24/87 CHULA VISTA, CA A/C Reg. No. N29DT Time (Lcl) - 1210 PST

-----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			0	0	0

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

Make/Model - BEDE BD-5	Eng Make/Model - HONDA EB2	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 890	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAN DIEGO, CA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 290/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 36	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 2824
SE LAND,ME LAND	Months Since - 2	Make/Model- UNK/NR
	Aircraft Type - B-76	Instrument- 420
		Multi-Eng - 325
		Last 24 Hrs - UNK/NR
		Last 30 Days- 15
		Last 90 Days- 40
		Rotorcraft - 16

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING THE FIRST TEST FLIGHT OF AN EXPERIMENTAL AIRCRAFT, THE AIRCRAFT WAS OBSERVED IN A RIGHT DESCENDING ROLL WHICH EVENTUALLY COLLIDED WITH THE TERRAIN. DUE TO EXTENSIVE IMPACT DAMAGE, SEVERAL OF THE AIRCRAFTS COMPONENTS WERE TOO BADLY DAMAGED TO DETERMINE IF THERE WERE ANY MECHANICAL FAILURES OR MALFUNCTIONS WITH THE AIRCRAFT PRIOR TO THE ACCIDENT. OF THE COMPONENTS THAT WERE EXAMINED, THERE WERE NO REPORTED MECHANICAL FAILURES OR MALFUNCTIONS.

Brief of Accident (Continued)

File No. - 2184

12/24/87

CHULA VISTA, CA

A/C Reg. No. N29DT

Time (Lcl) - 1210 PST

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

Finding(s)

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

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

Finding(s)

3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
-

----Probable Cause----

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

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

Brief of Accident

File No. - 2102 11/04/87 DURANGO, CO A/C Reg. No. N8266U Time (Lcl) - 1234 MST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
DESTROYED
Fire
ON GROUND

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

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

Make/Model - PIPER PA-28-181
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2558
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A4A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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 - 75.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
DURANGO, CO
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 27
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 1290 Last 24 Hrs - 4
Make/Model - 129 Last 30 Days - UNK/NR
Instrument - 108 Last 90 Days - 365
Multi-Eng - 270

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO PAX HAD CHARTERED N8266U FOR A SIGHTSEEING FLIGHT OF THE LOCAL AREA. THE CHARTER PLT, A CFI FOUND THAT ONE OF THE PAX WAS A PLT AND PERMITTED HIM TO FLY THE ACFT. THE PAX EXPRESSED AN INTEREST IN SPOTTING ELK AND FLEW THE ACFT INTO A CANYON, BELOW THE CANYON RIDGE LINE. THE ACFT APPROACHED THE END OF THE CANYON AND THE PLT EXECUTED A LEFT TURN. THE BACK SEAT PAX STATED THE STALL WARN HORN SOUNDED DURING THE TURN. THE CFI TOOK CONTROL OF THE ACFT BUT WAS UNABLE TO RECOVER BEFORE THE ACFT COLLIDED WITH TREES. THE TERRAIN RISES TO ABOVE 10,000 FT. THE CALCULATED CLIMB RATE WAS DETERMINED TO BE 200 FT PER MIN APPROX.

Brief of Accident (Continued)

File No. - 2102

11/04/87

DURANGO, CO

A/C Reg. No. N8266U

Time (Lcl) - 1234 MST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. WEATHER CONDITION - HIGH DENSITY ALTITUDE
 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT PASSENGER
 4. TERRAIN CONDITION - BOX CANYON
 5. AIRSPEED - NOT MAINTAINED - PILOT PASSENGER
 6. SUPERVISION - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

7. 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) 1,5,6

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

Brief of Accident

File No. - 2078 11/10/87 KEENESBURG, CO

A/C Reg. No. N65110

Time (Lcl) - 1446 MST

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

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
DESTROYED

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

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -DESCENT

Fire
ON GROUND

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

Make/Model - BOEING A75N1
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4000
No. of Seats - 1

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

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

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 010/002 KTS
Visibility - 60.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

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

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

Age - 38
Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 3322 Last 24 Hrs - 3
Make/Model- 2511 Last 30 Days- UNK/NR
Instrument- 21 Last 90 Days- 45

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMERCIAL AG PLT WAS STARTING A SPRAY RUN ON A NEW FIELD. DURING THE FIRST PASS, THE AIRCRAFT STRUCK POWER LINE WIRES. THE AIRCRAFT ROLLED LEFT AND IMPACTED THE TERRAIN IN A WINGS LEVEL, NOSE LOW ATTITUDE. AN IMMEDIATE POST CRASH FIRE DESTROYED THE AIRCRAFT. THE PLT WAS FATALLY INJURED. THE PLT WAS FAMILIAR WITH THE LOCAL AREA, HOWEVER THERE IS NO EVIDENCE TO INDICATE THAT HE HAD SURVEYED THIS PARTICULAR FIELD PRIOR TO BEGINNING OPERATIONS. EVIDENCE AND WITNESS STATEMENTS INDICATE THAT THE DECISION TO BEGIN THE NEW FIELD WAS MADE SOLELY ON THE BASIS OF HAVING ENOUGH CHEMICAL LEFT FOR ABOUT TWO MORE PASSES. WITNESS STATEMENTS INDICATE THAT THE ACFT PULLED UP IN AN ATTEMPT TO AVOID THE WIRES, BUT THE ATTEMPT FAILED. WIRE IMPACT DAMAGED THE LEFT WING MAIN STRUTS AND BOTH LEFT WINGS FAILED PRIOR TO IMPACT, ACCORDING TO A WITNESS' STATEMENT.

Brief of Accident (Continued)

File No. - 2078

11/10/87

KEENESBURG, CO

A/C Reg. No. N65110

Time (Lcl) - 1446 MST

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

Finding(s)

1. OBJECT - WIRE, TRANSMISSION
 2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

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

Finding(s)

4. WING, BRACING STRUT - SHEARED
 5. WING - COLLAPSED
-

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

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

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

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

Brief of Accident

File No. - 2030

7/31/87

GROTON, CT

A/C Reg. No. N53461

Time (Lcl) - 1700 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 - TAXI

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

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Itinerary

Last Departure Point
NORFORK, MA
Destination
GROTON, CT

Airport Proximity
ON AIRPORT

Airport Data

GROTON
Runway Ident - 23
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

ATC/Airspace

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

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

Pilot-In-Command

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

Age - 23

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	- 244	Last 24 Hrs	- 2
Make/Model-	53	Last 30 Days-	UNK/NR
Instrument-	18	Last 90 Days-	26

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS TAXIING TO THE RAMP AFTER LANDING. WHILE THE PILOT WAS MANEUVERING THE AIRCRAFT INTO A PARKING SPACE, THE AIRCRAFT WAS POSITIONED IN SUCH A WAY THAT THE SUN HAD BLINDED HIM TEMPORARILY. AS THE PILOT TURNED THE AIRCRAFT THE LEFT WING CONTACTED THE LIGHT POLE.

Brief of Accident (Continued)

File No. - 2030

7/31/87

GROTON, CT

A/C Reg. No. N53461

Time (Lcl) - 1700 EDT

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

Finding(s)

1. OBJECT - POLE
 2. MANEUVER - MISJUDGED - PILOT IN COMMAND
 3. LIGHT CONDITION - SUNGLARE
 4. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
 5. 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) 2,4

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

Brief of Accident

File No. - 2020 9/11/87 GAYLORDSVILLE,CT A/C Reg. No. N2186B Time (Lcl) - 2110 EDT

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

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

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

Make/Model - PIPER PA-28-236	Eng Make/Model - LYCOMING O-540-J3A5D	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3000	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 235 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HYANNIS,MA	
Completeness - PARTIAL,LMTD BY PILOT	Destination	Airport Data
Basic Weather - VMC	POUGHKEEPSIE,NY	Runway Ident - N/A
Wind Dir/Speed- 120/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 900 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 20	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1058
SE LAND,ME LAND	Months Since - 6	Make/Model- 133
	Aircraft Type - PA-23	Instrument- 91
		Multi-Eng - 219
		Last 24 Hrs - 2
		Last 30 Days- 88
		Last 90 Days- 292

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE PIPER PA-28-236 WAS CRUISING AT 6000 FT AT NIGHT WHEN HE REPORTED A FAILURE OF HIS VACUUM PUMP FOLLOWED BY LOSS OF HIS ATTITUDE INDICATOR AND DIRECTIONAL GYRO. THE AIRCRAFT WAS OBSERVED TO MAKE A 360 DEGREE TURN ON THE RADAR SCOPE. THE AIR TRAFFIC CONTROLLER ISSUED "NO GYRO" RADAR VECTORS. THE AIRCRAFT WAS CLEARED FROM 6000 FT TO 5000 FT IN PREPARATION FOR AN INSTRUMENT APPROACH. THE PILOT ACKNOWLEDGED THE DESCENT CLEARANCE AND THEN THE AIRCRAFT DISAPPEARED FROM THE RADAR SCOPE. IT WAS FOUND SCATTERED OVER 1/2 MILE WITH BOTH HORIZONTAL STABILIZER AND THE VERTICAL STABILIZER SEPARATED FROM THE AIRCRAFT. THE PILOTS LOG BOOK INDICATED HE MET THE REGENCY OF EXPERIENCE REQUIRED BY 14 CFR 61.57. FOG WAS REPORTED IN THE AREA AND THE CLOSEST RECORDED WEATHER INDICATED A 900 FT CEILING WITH FOG.

Brief of Accident (Continued)

File No. - 2020

9/11/87

GAYLORDSVILLE,CT

A/C Reg. No. N2186B

Time (Lcl) - 2110 EDT

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

Finding(s)

1. VACUUM SYSTEM - FAILURE,TOTAL
2. FLIGHT/NAV INSTRUMENTS,ATTITUDE GYRO - INOPERATIVE
3. FLIGHT/NAV INSTRUMENTS,DIRECTIONAL GYRO - INOPERATIVE

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

Finding(s)

4. WEATHER CONDITION - FOG
5. LIGHT CONDITION - NIGHT
6. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. WING,SPAR - FAILURE,TOTAL
8. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
9. FLIGHT CONTROL,ELEVATOR - FAILURE,TOTAL
10. FLIGHT CONTROL,RUDDER SURFACE - FAILURE,TOTAL

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) 1,6,8

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

Brief of Accident

File No. - 2177 6/24/87 HILLIARD, FL

A/C Reg. No. N57169

Time (Lcl) - 0235 EDT

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BANKAIR INC.	DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 135	IN FLIGHT	Pass	1	0	0	0
Accident Occurred During	-DESCENT - UNCONTROLLED						

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

Make/Model	- ROCKWELL INTERNATIONAL 690A	Eng Make/Model	- GARRETT TPE331-5-251K	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 10300	Engine Type	- TURBOPROP		
No. of Seats	- 2	Rated Power	- 715 HP		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		OFF AIRPORT/STRIP	
Method	- TELEPHONE	JACKSONVILLE, FL			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	ATLANTA, FL			
Wind Dir/Speed	- CALM			Runway Ident	- N/A
Visibility	- 5.0 SM	ATC/Airspace		Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Flight Plan	- IFR	Runway Surface	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- IFR	Runway Status	- N/A
Obstructions to Vision	- FOG	Type Apch/Lndg	- NONE		
Precipitation	- NONE				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 34	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 6129	Last 24 Hrs - 3
SE LAND, ME LAND	Months Since - 2	Make/Model - 170	Last 30 Days - 61
	Aircraft Type - PA-34	Instrument - 565	Last 90 Days - 197
		Multi-Eng - 2925	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

RADAR DATA INDICATED THE ACFT CLIMBED NORMALLY TO 9,200 FEET AT WHICH TIME SOME MANUEVER WAS PERFORMED WITH THE ACFT. THE ACFT THEN ENTERED A NEAR VERTICAL DIVE AND THE LAST RADAR HIT WAS AT 6,900 FEET. EXAMINATION OF THE ACFT REVEALED IT EXPERIENCED AN INFLIGHT STRUCTURAL BREAKUP AND THERE WAS NO EVIDENCE TO INDICATE PREBREAKUP FAILURE OR MALFUNCTION OF THE ACFT STRUCTURE, FLIGHT CONTROLS, ENGINES, ENGINE MOUNTS, AUTOPILOT, OR SYSTEMS. THE OPERATOR REPORTED ONE EMPLOYEE OVERHEARD THE PLT AND PASSENGER TALK ABOUT ROLLING THE ACFT PRIOR TO DEPARTURE, AND TWO COMPANY EMPLOYEES REPORTED BEING ONBOARD WHEN THE PILOT HAD ROLLED IT ON PRIOR OCCASIONS. ONE OF THESE WAS AT NIGHT.

Brief of Accident (Continued)

File No. - 2177

6/24/87

HILLIARD, FL

A/C Reg. No. N57169

Time (Lc1) - 0235 EDT

Occurrence #1 ABRUPT MANEUVER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND

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

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
5. LIGHT CONDITION - DARK NIGHT

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. 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) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2135 10/20/87 JACKSONVILLE, FL A/C Reg. No. N8193M Time (Lc1) - 2106 EDT

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

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -TAMPA AIRWAYS	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 135	ON GROUND	Pass	0	0	0
Accident Occurred During -DESCENT					

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

Make/Model - CESSNA 210M	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3800	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 300 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	TAMPA, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	JACKSONVILLE, FL	
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 10000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1477
SE LAND, ME LAND	Months Since - 7	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 217
		Instrument- 95
		Last 30 Days- UNK/NR
		Last 90 Days- 326
		Multi-Eng - 17

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A PART 135 ON-DEMAND AIR TAXI CARGO FLT, THE PLT REPORTED AN ENG MALFUNCTION WHEN THE ACFT WAS APRX 15 MILES SW OF THE ARPT WHILE ON APCH TO LAND. THE FLT CONTINUED & THE PLT THEN REPORTED THAT THE ENG QUIT & THE FLT WAS 5 MILES SW OF THE ARPT. A SEARCH & RESCUE HELICOPTER WHICH HAD JUST LANDED AT THE ARPT FLEW TOWARDS THE ACFT TO OFFER ASSISTANCE, & DUE TO THE DARK NIGHT CONDITION SPOTTED & GUIDED IT TOWARDS A SUITABLE LANDING LOCATION. WHILE DESCENDING THE ACFT FLEW BETWEEN TWO TREES WHICH SEVERED A 1 1/2 FT SECTION OF EACH WINGTIP. AS THE ACFT CONTINUED THE LEFT WING COLLIDED WITH A TREE. THE ACFT SPUN TO THE LEFT AND COLLIDED WITH TERRAIN. AFTER THE PLT EVACUATED THE ACFT, IT WAS CONSUMED BY POSTCRASH FIRE. POSTCRASH EXAM OF THE ENG REVEALED THAT IT SEIZED DUE TO OIL EXHAUSTION. NO DETERMINATION COULD BE MADE AS TO THE REASON FOR OIL EXHAUSTION. EVIDENCE OF OIL LEAKAGE WAS FOUND ON THE FUSELAGE BUT NO SOURCE OF THE LEAK WAS FOUND. THE OIL FILLER CAP WAS FOUND PROPERLY SECURED.

Brief of Accident (Continued)

File No. - 2135

10/20/87

JACKSONVILLE, FL

A/C Reg. No. N8193M

Time (Lc1) - 2106 EDT

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

Finding(s)

1. FLUID, OIL - EXHAUSTION

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

Finding(s)

2. LIGHT CONDITION - DARK NIGHT
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) 1

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

Brief of Accident

File No. - 2013 10/31/87 SARASOTA, FL

A/C Reg. No. N2746Q

Time (Lcl) - 1615 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB1
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 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- 070/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - 10000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MONTGOMERY, AL
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

SARASOTA-BRADENTON
Runway Ident - 14
Runway Lth/Wid - 7003/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 66
Biennial Flight Review
Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1650
Last 24 Hrs	2
Last 30 Days	UNK/NR
Last 90 Days	5

Instrument Rating(s) - NONE

-----Narrative-----

DRG ARRIVAL, WHILE BEING TRANSFERRED FROM TAMPA APCH CTL TO TWR CTL, THE PLT WAS CLRD TO LND ON RWY 14. BFR LNDG, HE WAS ADZD THE WIND WAS FM 070 DEG AT 15 KTS. RWY 4 WAS AVAILABLE, BUT IT WAS NOT SUGGESTED BY THE TWR CTLR OR REQD BY THE PLT. THE PLT STATED THAT DRG THE LNDG, THE ACFT ENCTRD A STRONG GUST OF WIND & TOUCHED DOWN HARD. SUBSEQUENTLY, IT WENT OFF THE RGT SIDE OF THE RWY INTO A GRASS AREA & WAS DAMAGED. DRG THE OCCURRENCE, THE NOSE & RGT MAIN GEAR FAILED.

Brief of Accident (Continued)

File No. - 2013

10/31/87

SARASOTA, FL

A/C Reg. No. N2746Q

Time (Lcl) - 1615 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. WRONG RUNWAY - SELECTED - PILOT IN COMMAND
3. WEATHER CONDITION - CROSSWIND
4. WEATHER CONDITION - GUSTS
5. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
6. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #2 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) 1,2,5

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2011 11/03/87 ORLANDO, FL

A/C Reg. No. N888DJ

Time (Lcl) - 2105 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-BIZJET, INC.	SUBSTANTIAL		Fatal		Injuries	
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	0	0	Minor	None
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	2
Accident Occurred During	-LANDING						3

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

Make/Model	- LEAR JET 35A	Eng Make/Model	- GARRETT TFE-731-2B	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 17000	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 3500 LBS THRUST		

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

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	TETERBORO, NJ			
Completeness	- UNK/NR	Destination		Airport Data	
Basic Weather	- IMC	ORLANDO, FL		ORLANDO INTL	
Wind Dir/Speed	- 009/013 KTS	ATC/Airspace		Runway Ident	- 18R
Visibility	- 2.000 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- 12004/ 200
Lowest Sky/Clouds	- 500 FT SCATTERED	Type of Clearance	- IFR	Runway Surface	- ASPHALT
Lowest Ceiling	- 900 FT OVERCAST	Type Apch/Lndg	- ILS-COMPLETE	Runway Status	- WET
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

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

Pilot-In-Command	Age - 38	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 5390	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - 5	Make/Model - 2675	Last 30 Days - UNK/NR
	Aircraft Type - 25	Instrument - UNK/NR	Last 90 Days - UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT MADE A HARD LDG DURING HEAVY RAIN & AFTER BEING ADVISED OF WIND SHEAR. THE CREW STATED THAT AT ONE POINT, THE ACFT WAS THROWN INTO A 60 DEG BANK WITH AIRSPEED FLUCTUATIONS PLUS OR MINUS 20 KTS ABOUT 400 TO 600 FT AGL. THE PLT STATED THAT AT 100 TO 150 FT AGL, THE ACFT GAINED ALT VERY SWIFTLY & DROPPED VERY SWIFTLY TO THE RWY. THE ACFT STRUCK THE RWY WITH A HIGH SINK RATE WHICH BLEW A TIRE, BROKE A WHEEL & CAUSED THE LEFT ENGINE TO TEAR LOOSE FROM THE MOUNT & DAMAGE THE WING. AFTER LDG, THE PLT TAXIED TO THE RAMP WHERE THE DAMAGE WAS SUBSEQUENTLY DISCOVERED DURING A WALKAROUND INSPECTION. THE PLT HAD RECENTLY RECEIVED GROUND TRAINING IN WIND SHEAR. PAX ABOARD THE FLT STATED THAT THEY HAD SUSTAINED ANOTHER HARD LDG EARLIER IN THE DAY AT TETERBORO, NJ ON THE SAME ACFT FLOWN BY THE SAME CREW. THE PLT WAS GIVEN A REMEDIAL FLIGHT REVIEW AS A RESULT OF THIS ACCIDENT BY THE FAA.

Brief of Accident (Continued)

File No. - 2011

11/03/87

ORLANDO, FL

A/C Reg. No. N888DJ

Time (Lcl) - 2105 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. WEATHER CONDITION - WINDSHEAR
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
 4. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
 5. WEATHER CONDITION - RAIN
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Occurrence #3 HARD LANDING
Phase of Operation DESCENT - UNCONTROLLED

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2150 11/03/87 DAVIE, FL A/C Reg. No. N53736 Time (Lcl) - 1250 EST

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

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

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

Make/Model - TAYLORCRAFT DC-65	Eng Make/Model - WESLAKE CF-007	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 - 1	Rated Power - 60 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- 130/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1200 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 20000 FT BROKEN	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 51	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 10800
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- 66
		Last 90 Days- 200
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF DURING THE CROSSWIND TO DOWNWIND TURN AT AN ALT OF APRX 50 FT, THE ACFT STALLED, SPUN TO THE LEFT, & DUE TO THE LOW ALTITUDE THE PLT WAS UNABLE TO RECOVER PRIOR TO IMPACT IN A LEFT WING LOW NOSE DOWN ATTITUDE. POSTCRASH EXAMINATION OF THE ACFT, ENG, & RELATED COMPONENTS REVEALED NO EVIDENCE OF PRE-IMPACT FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2150

11/03/87

DAVIE, FL

A/C Reg. No. N53736

Time (Lc1) - 1250 EST

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

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 2. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
 3. ALTITUDE - INADEQUATE - PILOT IN COMMAND
 4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2009 11/04/87 CLEARWATER, FL A/C Reg. No. N900JE Time (Lcl) - 1800 EST

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

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

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

Make/Model	- LEARJET 35A	Eng Make/Model	- GARRETT TFE-731-2-2B	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 17000	Engine Type	- TURBOFAN		
No. of Seats	- 10	Rated Power	- 3500 LBS THRUST		

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

<p>Weather Data</p> <p>Wx Briefing - NWS</p> <p>Method - TELEPHONE</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - IMC</p> <p>Wind Dir/Speed- 240/008 KTS</p> <p>Visibility - 5.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 400 FT BROKEN</p> <p>Obstructions to Vision- HAZE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>W. PALM BCH, FL</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - IFR</p> <p>Type of Clearance - IFR</p> <p>Type Apch/Lndg - ILS-COMPLETE</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>ST PETERSBURG/CLEARWATER</p> <p>Runway Ident - 17L</p> <p>Runway Lth/Wid - 7990/ 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>ATP</p> <p>SE LAND, ME LAND</p>	<p>Age - 42</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 6</p> <p>Aircraft Type - 35A</p>	<p>Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 9700</p> <p>Make/Model- 3600</p> <p>Instrument- 500</p> <p>Multi-Eng - 8700</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 84</p>
--	---	--

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING TAXI UP TO HANGAR UNDER DIRECTION OF LINEMAN AFTER ARRIVAL THE FLT EXPERIENCED LOSS OF HYDRAULIC PRESSURE AND BRAKES. THE PLT COULD NOT ACTIVATE THE EMERGENCY BRAKES PRIOR TO ROLLING INTO THE HANGAR AND COLLIDING WITH TWO ACFT PRIOR TO COMING TO REST. EXAMINATION OF THE ACFT REVEALED THE SPOILERON CONTROL VALVE ASSEMBLY SUFFERED FRACTURE OF A NAS1351-4H-24P SCREW DUE TO HYDROGEN EMBRITTLEMENT CRACKING WHICH CAUSED THE SCREW HEAD TO SEPARATE FROM THE SCREW SHANK. THE SCREW IS ONE OF THREE WHICH RETAINS THE SELECTOR VALVE TO THE MANIFOLD ASSEMBLY. WHEN THE SCREW FAILED THE VALVE BODY SEPARATED ALLOWING LOSS OF ALL USABLE HYDRAULIC FLUID. THE SOURCE OF THE MIGRATING ELEMENTAL HYDROGEN INTO THE FRACTURE AREA COULD NOT BE DETERMINED. THE VALVE ASSEMBLY HAD BEEN INSTALLED IN THE ACFT SINCE MANUFACTURE IN 1977 AND HAD ACCUMULATED 5,642 HOURS. THE VALVE IS MAINTAINED ON CONDITION.

Brief of Accident (Continued)

File No. - 2009

11/04/87

CLEARWATER, FL

A/C Reg. No. N900JE

Time (Lcl) - 1800 EST

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

Finding(s)

1. FLT. CONTROL SYST, BOOST SYSTEM - FAILURE, PARTIAL
 2. FLUID, HYDRAULIC - LOSS, TOTAL
 3. LANDING GEAR, NORMAL BRAKE SYSTEM - LOSS, TOTAL
 4. BRAKES(NORMAL) - NOT POSSIBLE -
 5. BRAKES(EMERGENCY) - ATTEMPTED - PILOT IN COMMAND
 6. BRAKES(EMERGENCY) - NOT ATTAINED -
-

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

Finding(s)

7. OBJECT - AIRCRAFT PARKED
-

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

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2010 11/05/87 NAPLES, FL A/C Reg. No. N4094G Time (Lcl) - 1745 EST

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

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

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

Make/Model - RAVEN S-66A	Eng Make/Model - N/A	ELT Installed/Activated - UNK/NR
Landing Gear - N/A	Number Engines - N/A	Stall Warning System - UNK/NR
Max Gross Wt - 1600	Engine Type - UNK/NR	
No. of Seats - UNK/NR	Rated Power - N/A	

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

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- 020/003 KTS</p> <p>Visibility - 10.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - 5000 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 - 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 - N/A</p> <p>Runway Status - N/A</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP</p> <p>SE LAND, ME LAND, SE SEA</p> <p>FREE BALLOON</p>	<p>Age - 47</p> <p>Biennial Flight Review</p> <p>Current - UNK/NR</p> <p>Months Since - UNK/NR</p> <p>Aircraft Type - UNK/NR</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 26030</p> <p>Make/Model- 162</p> <p>Instrument- 3540</p> <p>Multi-Eng - 15000</p> <p>Last 24 Hrs - UNK/NR</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 375</p> <p>Rotorcraft - 800</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

AFTER LIFTOFF WITH THE DEFLATION PANEL PARTIALLY OPEN, THE FLT CONTINUED TOWARDS THE LANDING LOCATION. WITH A HIGH RATE OF DESCENT ESTABLISHED, THE PLT REALIZED THAT THE BALLOON WOULD NOT CLEAR THE POWERLINES THAT WERE AHEAD OF THE LANDING LOCATION. HE THEN PULLED THE DEFLATION PANEL CORD, AFTER WHICH THE BALLOON DESCENDED RAPIDLY. THE GONDOLA TOUCHED DOWN AFTER WHICH THE ENVELOPE FELL ACROSS THE POWERLINES.

Brief of Accident (Continued)

File No. - 2010

11/05/87

NAPLES, FL

A/C Reg. No. N4094G

Time (Lc1) - 1745 EST

Occurrence #1 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

1. BALLOON EQUIPMENT, ENVELOPE - OPEN
 2. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. OBJECT - WIRE, TRANSMISSION
 4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
-

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2114 11/08/87 DAYTONA BEACH, FL A/C Reg. No. N269ER Time (Lcl) - 1500 EST

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

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

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

Make/Model - PIPER PA-44-180	Eng Make/Model - LYCOMING O-360-E1A67	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 3800	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	DAYTONA BEACH REGIONAL
Wind Dir/Speed- 080/009 KTS	ATC/Airspace	Runway Ident - 07L
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7500/ 150
Lowest Sky/Clouds - 3300 FT SCATTERED	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 10000 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 23	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 720
SE LAND,ME LAND	Months Since - 1	Make/Model- UNK/NR
	Aircraft Type - PA-44	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING SHORT FIELD LANDINGS, THE STUDENT PLT FLARED THE ACFT PREMATURELY RESULTING IN A HARD LANDING & SUBSTANTIAL DAMAGE. THE ACFT WAS THEN TAXIED TO THE RAMP.

Brief of Accident (Continued)

File No. - 2114

11/08/87

DAYTONA BEACH, FL

A/C Reg. No. N269ER

Time (Lc1) - 1500 EST

Occurrence #1

HARD LANDING

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - EXCESSIVE - DUAL STUDENT
 2. AIRSPEED(VREF) - NOT MAINTAINED - DUAL STUDENT
 3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2054 11/09/87 TALLAHASSEE, FL A/C Reg. No. N4612C Time (Lcl) - 2046 EST

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

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage					
Name of Carrier	-TOPP OF TAMPA AIRPORT, IN	SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0	1
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0	0
Accident Occurred During	-LANDING						

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

Make/Model	- CESSNA T-210N	Eng Make/Model	- CONTINENTAL TSI0-520-R	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 4000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 2	Rated Power	- 310 HP		

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

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- FSS	ON AIRPORT	
Method	- TELEPHONE		
Completeness	- FULL	Airport Data	
Basic Weather	- VMC	TALLAHASSEE MUNICIPAL	
Wind Dir/Speed	- 090/005 KTS	Runway Ident	- 18
Visibility	- 7.0 SM	Runway Lth/Wid	- 6070/ 150
Lowest Sky/Clouds	- 4300 FT SCATTERED	Runway Surface	- ASPHALT
Lowest Ceiling	- 10000 FT OVERCAST	Runway Status	- DRY
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- NIGHT(DARK)		

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

Pilot-In-Command	Age - 44	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 2971	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - 5	Make/Model - 1665	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 671	Last 90 Days - 417
		Multi-Eng - 115	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING LDG GEAR EXTENSION PLT DID NOT GET SAFE DOWN INDICATION. ATTEMPTS TO USE EMERGENCY EXTENSION PUMP WERE UNSUCCESSFUL. ACFT WAS LANDED NOSE GEAR EXTENDED MAIN GEAR RETRACTED. POST ACCIDENT INSPECTION OF THE ACFT REVEALED THE LEFT MAIN GEAR DOWN LOCK ACTUATOR TO HAVE A RAPID LEAK DUE TO A TORN O RING. THE EMERGENCY HAND PUMP HANDLE WAS FOUND WITH THE PISTON CONNECTING PIN INSTALLED BUT THE PIN WAS NOT INSTALLED IN THE PISTON. THE ACFT WAS DAMAGED 43 HOURS BEFORE THIS ACCIDENT WHEN IT WAS LANDED IN A SWAMP AFTER AN ENGINE FAILURE.

Brief of Accident (Continued)

File No. - 2054

11/09/87

TALLAHASSEE, FL

A/C Reg. No. N4612C

Time (Lcl) - 2046 EST

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

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - LEAK
 2. MAINTENANCE, MAJOR REPAIR - IMPROPER - COMPANY MAINTENANCE PSNL
 3. FLUID, HYDRAULIC - EXHAUSTION
 4. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - DISABLED
-

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. LANDING GEAR, EMERGENCY EXTENSION ASSEMBLY - DISCONNECTED
 6. GEAR EXTENSION - NOT POSSIBLE -
-

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2099 11/09/87 ST. PETERSBURG, FL A/C Reg. No. N82811 Time (Lcl) - 2152 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	1	0
Pass	0	0	0	1

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

Make/Model - PIPER PA-28-161
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

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

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

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 160/007 KTS
Visibility - 13.0 SM
Lowest Sky/Clouds - 2000 FT SCATTERED
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PALM BEACH, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

ALBERT WHITTED
Runway Ident - 36
Runway Lth/Wid - 2801/ 150
Runway Surface - ASPHALT
Runway Status - WET

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

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

Age - 40
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 126
Last 24 Hrs - 4
Make/Model- 30
Last 30 Days- UNK/NR
Instrument- 3
Last 90 Days- 50
Multi-Eng - UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT, FAMILIAR WITH THE ARPT, OVERFLEW IT 2 TIMES IN AN ATTEMPT TO ACTIVATE THE RWY LIGHTS USING THE ACFT'S RADIO AS WELL AS TO OBSERVE THE WIND SOCK. AFTER OBSERVING A NORTHERLY WIND & BEING UNABLE TO ACTIVATE THE LIGHTS HE ELECTED TO LAND ON RWY 36 RATHER THAN DIVERT TO ST. PETERSBURG-CLEARWATER INTL ARPT. THE ACFT FLOATED OVER THE NUMBERS, TOUCHED DOWN APRX 528 FT FROM THE DEPARTURE END OF THE RWY, & AS IT APPROACHED THE SEAWALL, HE APPLIED FULL UP ELEVATOR. THE ACFT THEN BECAME AIRBORNE MOMENTARILY, FLEW OVER THE SEAWALL AND LANDED IN TAMPA BAY IN APRX 18 FEET OF WATER. THE PLT STATED THAT AFTER THE ACCIDENT HE OBSERVED THE WINDS TO BE FROM THE SOUTH. THE RWY LIGHTS WERE CHECKED BY FAA PERSONNEL TO INSURE THAT THEY COULD BE ACTIVATED BY USING THE UNICOM FREQUENCY 122.95, & FOUND TO OPERATE SATISFACTORY. A NOTE FOUND BY POLICE IN THE WRECKAGE READ "LIGHTS 121.95."

Brief of Accident (Continued)

File No. - 2099

11/09/87

ST. PETERSBURG, FL

A/C Reg. No. N82811

Time (Lc1) - 2152 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - TAILWIND
2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
3. COMM/NAV EQUIPMENT, RECEIVER - NOT SWITCHED
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
5. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
6. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
7. LIGHT CONDITION - DARK NIGHT

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

Finding(s)

8. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
9. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5,8

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. - 2103 11/12/87 ZEPHYRHILLS, FL A/C Reg. No. N6369H Time (Lcl) - 1200 EST

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

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

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ZEPHYRHILLS
Wind Dir/Speed- 040/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5000/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	GO AROUND	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 31
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 6
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

AFTER SUCCESSFUL COMPLETION OF 6 DUAL TOUCH-AND-GO LANDINGS, THE STUDENT PLT DEPARTED TO PERFORM 3 TOUCH-AND-GO LANDINGS FOR HER FIRST SOLO FLIGHT. THE INSTRUCTOR PLT STATED THAT THE APCH TO THE FIRST LANDING APPEARED TO BE LOW & AFTER TOUCHDOWN, THE ACFT BOUNCED, AFTER WHICH THE PLT FLARED THE ACFT. IT THEN TOUCHED DOWN ON THE NOSE LANDING GEAR CAUSING IT TO COLLAPSE. THE ACFT THEN SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2103

11/12/87

ZEPHYRHILLS,FL

A/C Reg. No. N6369H

Time (Lcl) - 1200 EST

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

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. FLARE - INADEQUATE - PILOT IN COMMAND
3. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
4. RECOVERY FROM BOUNCED LANDING - IMPROPER - PILOT IN COMMAND

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

Finding(s)
5. LANDING GEAR,NOSE GEAR - OVERLOAD
6. LANDING GEAR,NOSE GEAR - FAILURE,TOTAL

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

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

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

Brief of Accident

File No. - 2126 11/16/87 PLACIDA, FL A/C Reg. No. N44JM Time (Lcl) - 1452 EST

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

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

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

Make/Model - MANDLEY STEEN SKYBOLT	Eng Make/Model - LYCOMING O-540	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 900	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LABELLE, FL	ROTONDA
Wind Dir/Speed- 090/008 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 - 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 - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 5481
SE LAND, ME LAND	Months Since - 8	Last 24 Hrs - UNK/NR
	Aircraft Type - UNK/NR	Make/Model- 37
		Instrument- 373
		Last 30 Days- UNK/NR
		Last 90 Days- 19
		Multi-Eng - 5335

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHEN ATTEMPTING TO START THE ENG THE PLT HEARD IT BACKFIRE & THEN OBSERVED SMOKE COMING FROM UNDER THE ENG COWLING. HE THEN IMMEDIATELY EXITED THE ACFT & LEFT THE SCENE TO SUMMON THE FIRE DEPARTMENT. HE LATER RETURNED TO FIND THE AIRCRAFT CONSUMED BY FIRE. THE AIRCRAFT WAS NOT EQUIPPED WITH A FIRE EXTINGUISHER, AND NO FIRE GUARD WAS POSTED OUTSIDE THE ACFT DURING THE ENG START. IT IS CONSIDERED GOOD GENERAL PRACTICE TO CONTINUE MOTORING THE ENG AFTER A BACKFIRE TO BLOW EXISTING FIRE OUT OF THE ENG AREA THROUGH THE EXHAUST SYSTEM.

Brief of Accident (Continued)

File No. - 2126

11/16/87

PLACIDA, FL

A/C Reg. No. N44JM

Time (Lcl) - 1452 EST

Occurrence #1 FIRE
Phase of Operation STANDING - STARTING ENGINE(S)

Finding(s)

1. ENGINE ASSEMBLY - FIRE
2. FIRE EXTINGUISHING EQUIPMENT - NOT OBTAINED - PILOT IN COMMAND
3. EMERGENCY PROCEDURE - NOT PERFORMED - PILOT IN COMMAND
4. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2125 11/16/87 MELBOURNE, FL A/C Reg. No. N539FT Time (Lcl) - 1630 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

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

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2400
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 120/015 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 25000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

MELBOURNE
Runway Ident - 09L
Runway Lth/Wid - 6000/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 22
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	1380
Make/Model-	200
Instrument-	110
Multi-Eng -	13
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING AN INSTRUCTIONAL FLT WHILE PRACTICING ACCURACY TOUCH-AND-GO LANDINGS, THE STUDENT PLT FLARED THE ACFT FOR LANDING AT LOW ALTITUDE, APRX 45-60 FEET FROM THE APCH END OF THE RWY. THE ACFT LANDED HARD SHORT OF THE RUNWAY. AS A RESULT THE LANDING GEAR SEPARATED FROM THE ACFT.

Brief of Accident (Continued)

File No. - 2125

11/16/87

MELBOURNE, FL

A/C Reg. No. N539FT

Time (Lcl) - 1630 EST

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH
1. PROPER GLIDEPATH - NOT MAINTAINED - DUAL STUDENT
2. PROPER TOUCHDOWN POINT - NOT ATTAINED -
3. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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

Finding(s)
4. FLARE - IMPROPER - DUAL STUDENT

Occurrence #3 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) 1,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2061 11/19/87 OKEELANTA, FL A/C Reg. No. N89741 Time (Lcl) - 1700 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			
	Fire		Serious	Minor	None	
Type of Operation -PERSONAL	Crew	1	0	0	0	
Flight Conducted Under -14 CFR 91	Pass	1	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 - 110 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	CLEWISTON, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - IMC	LOCAL	
Wind Dir/Speed- 190/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 1700 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - 5000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 24	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 96
SE LAND	Months Since - 7	Make/Model- 60
	Aircraft Type - C-152	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 ACFT CRASHED INTO A WILDLIFE MANAGEMENT AREA IN A STEEP NOSE DOWN ATTITUDE WITH ABOUT 20 DEGS FLAPS EXTENDED. THE STATED PURPOSE OF THE FLT WAS TO SPOT DEER & A SUITABLE AREA IN WHICH TO HUNT. TORSIONAL DAMAGE TO THE AIRFRAME SUGGESTED THAT THE ACFT WAS SPINNING AT IMPACT. WITNESSES IN THE AREA STATED THAT THERE WERE HEAVY RAIN SQUALLS & THUNDERSTORMS IN THE AREA AT THE TIME OF THE ACCIDENT. THE PLT WAS WEARING A SEAT BELT BUT NO SHOULDER HARNESS. THE PAX WAS WEARING NEITHER SEAT BELT NOR SHOULDER HARNESS & HE WAS PARTIALLY EJECTED FROM THE ACFT ON IMPACT. THE NON INSTRUMENT RATED PLT HELD AN EXPIRED MEDICAL CERTIFICATE. THERE WAS NO EVIDENCE OF ANY PREIMPACT MALFUNCTION OR FAILURE OF THE AIRFRAME, ENGINE NOR RELATED COMPONENTS. ALL COMPONENTS NECESSARY TO SUSTAIN FLT WERE FOUND ATTACHED TO THE ACFT.

Brief of Accident (Continued)

File No. - 2061

11/19/87

OKEELANTA, FL

A/C Reg. No. N89741

Time (Lc1) - 1700 EST

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

Finding(s)

1. WEATHER CONDITION - THUNDERSTORM
 2. WEATHER CONDITION - RAIN
 3. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
-

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

Finding(s)

4. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

Brief of Accident

File No. - 2122 11/19/87 ROSELAND, FL

A/C Reg. No. N36066

Time (Lcl) - 1410 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-28R-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

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

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

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 210/010 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - RAIN
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FORT PIERCE, FL
Destination
PENSACOLA, FL

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 - IFR
Type of Clearance - IFR
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

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

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

Age - 34
Biennial Flight Review
Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	905
Make/Model-	132
Instrument-	122
Multi-Eng -	38
Last 24 Hrs -	2
Last 30 Days-	UNK/NR
Last 90 Days-	242

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS PREFLIGHTED APPROX 20 MIN AFTER REFUELING WITH NO DISCREPANCIES NOTED. THE PLT HAD DIFFICULTY STARTING THE ACFT. MECHANICS FLUSHED THE ACFT FUEL LINES AND DECLARED THE ACFT OK. NO WATER WAS FOUND IN THE FUEL SUMPS OR STRAINER DURING THE PLTS PREFLT. THE ACFT WAS STARTED AND DEPT ON ITS FLT. APPROX 20 MIN AFTER TAKEOFF THE ACFT ENG QUIT. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. BECAUSE HE WAS IFR THE PLT REQUESTED VECTORS FOR AN EMERGENCY LNDG. THE ACFT WAS VECTORED TOWARD HIGHWAY I-95. THE ACFT BROKE OUT OF THE OVERCAST AT 1000 FT AGL. WHILE ATTEMPTING TO LAND ON A HWY COLLIDED WITH TREES. THE ACFT SLID INTO A FENCE BEFORE STOPPING. DURING POST ACC INSPECTION THE ENG RAN NORMALLY WHILE CONNECTED TO AN EXTERNAL FUEL SOURCE. ANALYSIS OF THE ACFT FUEL SHOWED IT CONTAINED .010 PERCENT WATER.

Brief of Accident (Continued)

File No. - 2122

11/19/87

ROSELAND, FL

A/C Reg. No. N36066

Time (Lcl) - 1410 EST

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

Finding(s)

1. FLUID, FUEL - CONTAMINATION
 2. FLUID, FUEL - WATER
 3. FUEL SUPPLY - IMPROPER - UNKNOWN
-

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

Finding(s)

4. OBJECT - TREE(S)
-

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

Finding(s)

5. OBJECT - TREE(S)
 6. OBJECT - FENCE
-

----Probable Cause----

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

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

Brief of Accident

File No. - 2060 11/24/87 PALM COAST, FL A/C Reg. No. N246ER Time (Lcl) - 1445 EST

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

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

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

Make/Model - CESSNA 172N	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DAYTONA BEACH, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 110/015 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 3300 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - RAIN		
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)
STUDENT	Current - N/A	Total - 44
	Months Since - N/A	Make/Model- 34
	Aircraft Type - N/A	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - 1
		Last 30 Days- 4
		Last 90 Days- 13
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS FLYING THE ACFT ON A SOLO INSTRUCTIONAL FLT IN THE NORTH PRACTICE AREA & WAS ASSIGNED TO PRACTICE LANDINGS, TAKEOFFS, STALLS & SLOW FLT. WITNESSES STATED THEY OBSERVED THE ACFT FLYING AT A VERY LOW ALTITUDE JUST BEFORE IT COLLIDED WITH A HOUSE & CAME TO REST IN THE WOODS BEHIND IT. THE ACFT WAS ALSO OBSERVED AT NEAR TREETOP HEIGHT, APRX 1 MI FROM THE ACDNT SITE. WITNESSES DESCRIBED LOUD ENG SOUNDS AS THE ACFT FLEW OVER AN INTERCOASTAL WATERWAY BEFORE THE CRASH. A POST CRASH EXAM OF THE ACFT, ENG, & RELATED COMPONENTS REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION PRIOR TO IMPACT.

Brief of Accident (Continued)

File No. - 2060

11/24/87

PALM COAST, FL

A/C Reg. No. N246ER

Time (Lc1) - 1445 EST

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

Finding(s)

1. PROPER ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
 2. OBJECT - RESIDENCE
 3. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
-

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

----Probable Cause----

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2059 11/25/87 FORT PIERCE, FL A/C Reg. No. N7739M Time (Lcl) - 2320 EST

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

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

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

Make/Model - MOONEY M-22	Eng Make/Model - LYCOMING TIO-541-A1A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3680	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 310 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - TELEPHONE	DAYTONA BEACH, FL	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	ST. LUCIE INTERNATIONAL
Wind Dir/Speed- 110/012 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 5000/ 200
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

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

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 827
SE LAND, ME LAND	Months Since - 18	Last 24 Hrs - 7
	Aircraft Type - UNK/NR	Make/Model- 497
		Last 30 Days- UNK/NR
		Instrument- 528
		Last 90 Days- 33
		Multi-Eng - 39
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PLT STATED THAT ON LANDING ROLL AT APPROXIMATELY 30 TO 35 KNOTS THE NOSE LANDING GEAR BEGAN TO SHIMMY AND TURN TO THE LEFT. FULL RIGHT BRAKE AND RUDDER COULD NOT CORRECT THE LEFT TURNING TENDENCY OF THE AIRCRAFT. THE AIRCRAFT RAN OFF THE LEFT SIDE OF THE RUNWAY INTO SAND AND THE NOSE LANDING GEAR SEPARATED AND THE MAIN LANDING GEARS COLLAPSED. POST ACCIDENT INSPECTION OF THE NOSE LANDING GEAR REVEALED NO EVIDENCE TO INDICATE THE CAUSE OF THE SHIMMY AND LEFT TURNING TENDENCY.

Brief of Accident (Continued)

File No. - 2059

11/25/87

FORT PIERCE, FL

A/C Reg. No. N7739M

Time (Lcl) - 2320 EST

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

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - LOOSE GRAVEL/SANDY
 4. LANDING GEAR, NOSE GEAR - SEPARATION
 5. LANDING GEAR, MAIN GEAR - COLLAPSED
-

----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. - 2057 11/29/87 NEW PORT RICHEY, FL A/C Reg. No. N62083 Time (Lcl) - 1252 EST

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

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

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

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2450	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	DAYTONA BEACH, FL	
Wind Dir/Speed- 290/013 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 25	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 4000
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT EXPERIENCED AN ENGINE FAILURE DUE TO A HEAVILY COKED #4 CYLINDER EXHAUST VALVE WHILE ON CLIMB OUT AT 500 FT AGL. HE ATTEMPTED A TURN BACK TO THE AIRPORT AND STALLED IN THE TURN AND CRASHED.

Brief of Accident (Continued)

File No. - 2057

11/29/87

NEW PORT RICHEY, FL

A/C Reg. No. N62083

Time (Lcl) - 1252 EST

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

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - FOULED
 2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. EMERGENCY PROCEDURE - DISREGARDED - PILOT IN COMMAND
 4. 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) 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. - 2121 11/29/87 QUINCY, FL A/C Reg. No. N9492T Time (Lcl) - 1730 EST

-----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 210
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC

Wind Dir/Speed- 360/003 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - VFR

Type of Clearance - VFR

Type Apch/Lndg - TRAFFIC PATTERN

TOUCH AND GO

Airport Proximity

ON AIRPORT

Airport Data

QUINCY MUNI

Runway Ident - 31

Runway Lth/Wid - 3000/ 75

Runway Surface - ASPHALT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 36

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 242 Last 24 Hrs - 3

Make/Model- 136 Last 30 Days- UNK/NR

Instrument- 32 Last 90 Days- 77

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT HE PERFORMED A PRELANDING CHECK ON FINAL APCH BUT FAILED TO LOWER THE LANDING GEAR. HE CONTINUED THE APCH, & JUST PRIOR TO TOUCHDOWN, WAS ADVISED THAT THE GEAR WAS NOT DOWN. THE APCH TO LANDING WAS CONTINUED & THE ACFT SLID TO A STOP. HE FURTHER STATED THAT THE GEAR WARNING HORN WAS INOPERATIVE. ACCORDING TO FAA PERSONNEL THE GEAR WARNING HORN OPERATED SATISFACTORILY.

Brief of Accident (Continued)

File No. - 2121

11/29/87

QUINCY, FL

A/C Reg. No. N9492T

Time (Lcl) - 1730 EST

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

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT -

----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. - 2151 11/29/87 PENSACOLA, FL A/C Reg. No. N84613 Time (Lcl) - 1418 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
Pass

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

Make/Model - CESSNA 172K
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 290/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 9000 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

PENSACOLA REGIONAL
Runway Ident - 34
Runway Lth/Wid - 7002/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 29
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 - 95
Last 24 Hrs - 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 PVT PLT FLYING THE ACFT FOR THE FIRST TIME FROM THE RT SEAT LANDED IT APRX 170 FT SHORT OF THE RUNWAY ON SOFT GRASS. THE ACFT ROLLED 6-10 FT, AFTER WHICH THE NOSE GEAR SANK & THE ACFT THEN NOSED OVER & CAME TO REST INVERTED.

Brief of Accident (Continued)

File No. - 2151

11/29/87

PENSACOLA, FL

A/C Reg. No. N84613

Time (Lcl) - 1418 CST

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

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - 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) 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. - 2094 12/01/87 CRESCENT CITY, FL A/C Reg. No. N125LE Time (Lcl) - 0845 EST

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

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

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

Make/Model - BEECH K-35	Eng Make/Model - CONTINENTAL IO-470-C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2950	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	CRESCENT CITY, FL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	UNK/NR	EAGLE NEST AEROBORNE
Wind Dir/Speed- 160/005 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3300/ 75
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - 8000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, ATP	Current - UNK/NR	Total - 19666
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A PARTIAL ENGINE FAILURE AT LIFT OFF WITH 1/2 OF THE RUNWAY REMAINING IN FRONT OF HIM. THE PILOT THEN ATTEMPTED TO DO A 180 DEGREE TEARDROP BACK TO THE RUNWAY, STALLED AND CRASHED. INVESTIGATION REVEALED WATER CONTAMINATION OF THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2094

12/01/87

CRESCENT CITY, FL

A/C Reg. No. N125LE

Time (Lcl) - 0845 EST

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

Finding(s)

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

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

Finding(s)

4. EMERGENCY PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
 5. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

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

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

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

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

Brief of Accident

File No. - 2139 12/02/87 NAPLES, FL A/C Reg. No. N60925 Time (Lcl) - 0905 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

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

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

Make/Model - CESSNA A185F
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 3350
No. of Seats - 4

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

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

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

Weather Data

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

Basic Weather - VMC
Wind Dir/Speed- 030/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 12000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PINE ISLAND, FL
Destination
SAME AS ACC/INC

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

HARVEY BROTHERS FARM
Runway Ident - 36
Runway Lth/Wid - 1350 -UNK/NR
Runway Surface - GRASS/TURF
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND, ME LAND, SE SEA, ME SEA

Age - 47

Biennial Flight Review

Current - YES
Months Since - 6
Aircraft Type - C-185F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- 1
Make/Model-	220	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	20
Multi-Eng	- 86		

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT STATED THAT THE FLT WAS LOW AND SLOW ON FINAL APCH. AS A RESULT THE MAIN LANDING GEAR COLLIDED WITH A DIRT BANK LOCATED SHORT OF THE RWY. THE GEAR THEN COLLAPSED AND THE ACFT SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2139

12/02/87

NAPLES, FL

A/C Reg. No. N60925

Time (Lc1) - 0905 EST

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

Finding(s)
1. PROPER GLIDEPATH - NOT MAINTAINED - PILOT IN COMMAND
2. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
3. TERRAIN CONDITION - DIRT BANK

Occurrence #3 MAIN GEAR COLLAPSED
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
4. LANDING GEAR, MAIN GEAR - OVERLOAD

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

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

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. - 2077 12/02/87 SAN ANTONIO, FL A/C Reg. No. N2405F Time (Lcl) - 1610 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL
Fire
NONE

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

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

Make/Model - PIPER PA-38-112
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
ORMOND BEACH, FL
Destination
BROOKSVILLE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 320/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)
STUDENT

Age - 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	61
Make/Model	61
Instrument	0
Last 24 Hrs	4
Last 30 Days	UNK/NR
Last 90 Days	61

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT BECAME LOST WHILE ON A SOLO X-C TRAINING FLT. HE ATTEMPTED TO CONTACT HIS NON CONTROL TOWER DESTINATION AIRPORT VIA UNICOM. HE STATED THAT HE FLEW AROUND FOR 20 OR 25 MINS ATTEMPTING TO MAKE UNICOM CONTACT & WAS UNSUCCESSFUL IN DOING SO. HE THEN ATTEMPTED TO LAND IN A FIELD WHERE THE ACFT FLIPPED UPSIDE DOWN. THE STUDENT STATED THAT HE HAD RECEIVED TRAINING IN LOST PROCEDURES & KNEW HOW TO CONTACT ST. PETERSBURG FSS, THE NEAREST FACILITY TO HIM, BUT HE FAILED TO DO SO. THE STUDENT PLT COULD OFFER NO EXPLANATION AS TO WHY HE DID NOT CONTACT THEM OR SOME OTHER FACILITY.

Brief of Accident (Continued)

File No. - 2077

12/02/87

SAN ANTONIO, FL

A/C Reg. No. N2405F

Time (Lcl) - 1610 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
2. INADEQUATE TRAINING(EMERGENCY PROCEDURE(S)) - FLIGHT INSTRUCTOR(ON GROUND)
3. PROPER ASSISTANCE - NOT SELECTED - PILOT IN COMMAND
4. RADAR ASSISTANCE TO VFR AIRCRAFT - NOT OBTAINED - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

5. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
6. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND

----Probable Cause----

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

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. - 2137 12/04/87 MIAMI, FL A/C Reg. No. N4209V Time (Lcl) - 0900 EST

-----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 - DESCENT

Fire
NONE

Crew
Pass

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

Make/Model - BEECH C-45H
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 8625
No. of Seats - 10

Eng Make/Model - P & W R-985
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - 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- 270/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

OPA LOCKA
Runway Ident - 27L
Runway Lth/Wid - 3503/ 100
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

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

Age - 40
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	-	1500
Last 24 Hrs	-	UNK/NR
Last 30 Days	-	UNK/NR
Last 90 Days	-	10

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING SHORT FIELD LANDINGS THE PLT FLARED THE ACFT FOR LANDING AFTER WHICH IT STALLED, DESCENDED RIGHT WING LOW, THEN CRASHED ONTO THE RWY. THE ACFT THEN TOUCHED DOWN ON THE NOSE LANDING GEAR CAUSING IT TO COLLAPSE, & SLID OFF THE RWY.

Brief of Accident (Continued)

File No. - 2137

12/04/87

MIAMI, FL

A/C Reg. No. N4209V

Time (Lc1) - 0900 EST

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

Finding(s)

1. FLARE - EXCESSIVE - PILOT IN COMMAND
 2. STALL/MUSH - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 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) 1,2

Brief of Accident

File No. - 2076 12/05/87 OPA LOCKA, FL A/C Reg. No. N317L Time (Lcl) - 1140 EST

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

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

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

Make/Model - CESSNA 310F	Eng Make/Model - CONTINENTAL IO-470D	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6830	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 5	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	OPA LOCKA
Wind Dir/Speed- 320/013 KTS	ATC/Airspace	Runway Ident - 36R
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4374/ 244
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 400
SE LAND, ME LAND	Months Since - 18	Make/Model- 29
	Aircraft Type - 310K	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 100
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT STATED THAT HE HAD MADE THREE TOUCH & GO LANDINGS & ON THE FOURTH LANDING, WHILE ON ROLLOUT, THE LEFT MAIN GEAR COLLAPSED & THE ACFT SLID TO A STOP ON THE RUNWAY. POST CRASH EXAMINATION OF THE LANDING GEAR REVEALED THAT THE LEFT MAIN GEAR DOWNLOCK ROD BROKE ALLOWING THE GEAR TO COLLAPSE.

Brief of Accident (Continued)

File No. - 2076

12/05/87

OPA LOCKA, FL

A/C Reg. No. N317L

Time (Lcl) - 1140 EST

Occurrence #1 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR, GEAR LOCKING MECHANISM - FAILURE, TOTAL

----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. - 2136 12/10/87 DAYTONA BEACH, FL A/C Reg. No. N8767C Time (Lcl) - 0930 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - PIPER PA-18-135
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1500
No. of Seats - 2

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

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

SPRUCE CREEK
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - UNK/NR
Runway Status - UNK/NR

Wind Dir/Speed- 120/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 30000 FT OVERCAST
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Age - 39
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

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

Total	- 2200	Last 24 Hrs	- UNK/NR
Make/Model-	820	Last 30 Days-	UNK/NR
Instrument-	20	Last 90 Days-	1
Multi-Eng	- 10		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ALTHOUGH THE PLT STATED THAT HE PERFORMED A PREFLT & ENG RUNUP PRIOR TO DEPARTURE WITH NO PROBLEM NOTED, SHORTLY AFTER TAKEOFF, WHILE CLIMBING THROUGH 350 FT, THE ENGINE RPM DROPPED TO & STAYED BETWEEN 1500 & 1600. THE PLT WAS UNABLE TO MAINTAIN ALTITUDE WHILE ATTEMPTING TO RETURN TO THE ARPT. THE ACFT COLLIDED WITH TREES, THEN THE GROUND. THE PAX STATED THAT THE ENG RPM WAS FLUCTUATING DURING THE GROUND CHECK. ACCORDING TO WITNESSES THE ENG DID NOT APPEAR TO BE DEVELOPING FULL POWER AT DEPARTURE. POSTCRASH EXAMINATION OF THE ENGINE REVEALED THAT THE CARBURETOR DISCHARGE NOZZLE WAS PLUGGED BY CONTAMINANTS. THE CARBURETOR HEAT & MIXTURE CONTROL CABLES WERE DISCONNECTED. ENG RUN REVEALED THAT THE LEFT MAGNETO WAS IMPROPERLY TIMED AND ALL LEADS OF THE RT MAGNETO WERE SHORTED. LAST ANNUAL INSPECTION WAS DONE ON 9/24/86.

Brief of Accident (Continued)

File No. - 2136

12/10/87

DAYTONA BEACH, FL

A/C Reg. No. N8767C

Time (Lc1) - 0930 EST

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

Finding(s)

1. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - PERFORMED - PILOT IN COMMAND
2. IGNITION SYSTEM,IGNITION LEAD - SHORTED
3. FUEL SYSTEM,CARBURETOR - CONTAMINATION
4. FUEL SYSTEM,CARBURETOR - BLOCKED(PARTIAL)
5. FUEL SYSTEM,FUEL CONTROL - DISCONNECTED
6. AIRCRAFT PREFLIGHT - POOR - PILOT IN COMMAND
7. MAINTENANCE,INSPECTION OF AIRCRAFT - NOT PERFORMED - OTHER MAINTENANCE PSNL

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

8. OBJECT - TREE(S)
9. AIRCRAFT WEIGHT AND BALANCE - EXCEEDED - PILOT IN COMMAND

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

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2145 12/11/87 ST THERESA, FL A/C Reg. No. N4324H Time (Lcl) - 0929 CST

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

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED		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 - DESCENT						

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

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

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - TV WX	Last Departure Point	OFF AIRPORT/STRIP
Method - TV/RADIO	PUNTA GORDA, FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	PINE HILL, AL	Runway Ident - N/A
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - CLEAR	Type of Clearance - VFR	Runway Status - WATER-CALM
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 - 71	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6600
SE LAND, ME LAND	Months Since - 13	Last 24 Hrs - 2
	Aircraft Type - M-20	Make/Model- 650
		Last 30 Days- UNK/NR
		Instrument- 400
		Last 90 Days- 33
		Multi-Eng - 2800

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE IN CRUISE FLT AT 3000 FT SOUTH-SOUTHEAST OF ST. THERESA, FL OVER THE GULF OF MEXICO, THE PLT REPORTED A TOTAL LOSS OF POWER. ATTEMPTS TO RESTART WERE UNSUCCESSFUL. THE ACFT WAS THEN DITCHED APRX 11 NAUTICAL MILES & 146 DEGREES FROM ST. THERESA, FL, NEAR A FISHING VESSEL. THE PLT & PASSENGER THEN EVACUATED THE ACFT & WERE TRANSPORTED TO LAND. THE ACFT HAS NOT BEEN RECOVERED THEREFORE NO DETERMINATION COULD BE MADE AS TO THE LOSS OF POWER REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 2145

12/11/87

ST THERESA, FL

A/C Reg. No. N4324H

Time (Lc1) - 0929 CST

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

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----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. - 2144 12/12/87 FELLSMERE, FL A/C Reg. No. N80BJ Time (Lcl) - 0745 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage

SUBSTANTIAL

Fire NONE

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

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

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

Eng Make/Model - LYCOMING O-320-A2B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

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

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

Weather Data

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

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Wind Dir/Speed- 200/006 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

ATC/Airspace

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

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
SE LAND

Age - 62

Biennial Flight Review

Current - YES
Months Since - 15
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 814	Last 24 Hrs	- UNK/NR
Make/Model-	680	Last 30 Days-	UNK/NR
Instrument-	5	Last 90 Days-	UNK/NR
		Rotorcraft	- 1

Instrument Rating(s) - NONE

-----Narrative-----

WHILE ON A BUSINESS FLT OVER THE COMPANY'S PROPERTY THE PLT ELECTED TO LAND THE ACFT ON A 40 FOOT WIDE DIRT ROAD. AFTER TOUCHDOWN THE ACFT DRIFTED OFF THE LEFT SIDE OF THE ROAD, DUE IN PART, TO A CROSSWIND. THE LEFT WING COLLIDED WITH A TREE.

Brief of Accident (Continued)

File No. - 2144

12/12/87

FELLSMERE, FL

A/C Reg. No. N80BJ

Time (Lc1) - 0745 EST

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

Finding(s)

1. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. COMPENSATION FOR WIND CONDITIONS - POOR - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

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

Finding(s)

5. OBJECT - TREE(S)
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2143 12/12/87 OCOEE, FL A/C Reg. No. N4387C Time (Lcl) - 1158 EST

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

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

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

Make/Model - CHAMPION 7EC	Eng Make/Model - CONTINENTAL C-90-12F	ELT Installed/Activated - YES-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 - 3	Rated Power - 90 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	ORLANDO WEST
Wind Dir/Speed- 280/009 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2430/ 150
Lowest Sky/Clouds - 2300 FT SCATTERED	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

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

Pilot-In-Command	Age - 66	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 7512
SE LAND, ME LAND	Months Since - 1	Make/Model- 200
	Aircraft Type - BE-95	Instrument- 325
		Multi-Eng - 2000
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 8
		Rotorcraft - 1

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT RPRTD THAT BEFORE TAKEOFF, HE MADE A THOROUGH PREFLT, WHICH INCLUDED A CHECK OF THE FUEL SYS FOR CONTAMINATES & WATER, BUT NO DISCREPANCIES WERE NOTED. SHORTLY AFTER TAKEOFF, AT AN ALT OF APRX 100 FT, THE ENG SPUTTERED & LOST PWR. THE PLT STATED HE MADE A LEFT TURN TO LAND IN A CLEARING, BUT THE MAIN GEAR HIT A PILE OF DIRT. LATER, AN EXAM OF THE CARBURETOR REVEALED THAT IT CONTAINED WATER. THE PLT STATED THAT DRG THE PREFLT, HE ROCKED THE WINGS OF THE ACFT BEFORE DRAINING FUEL SAMPLE & POSSIBLY DID NOT ALLOW ENOUGH TIME FOR ADNL WATER TO ACCUMULATE. THE PLT WAS TAKEN TO A MEDICAL CENTER & TREATED FOR MINOR INJURIES. A CHECK OF HIS BLOOD SHOWED A VERY LOW LVL OF ALCOHOL (0.0074%). THE LAST ANNUAL INSPN OF THE ACFT WAS DATED 7/3/86.

Brief of Accident (Continued)

File No. - 2143

12/12/87

OCDEE,FL

A/C Reg. No. N4387C

Time (Lc1) - 1158 EST

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

Finding(s)

1. FLUID,FUEL - WATER
 2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
-

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

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

Finding(s)

3. TERRAIN CONDITION - DIRT BANK
-

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2142 12/15/87 MARATHON, FL A/C Reg. No. N707CC Time (Lcl) - 1415 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - BEECH 95-C55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

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

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

Weather Data

Wx Briefing - NWS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed- 160/014 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 8000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity
ON AIRSTRIP

Airport Data

MARATHON FLT STRIP
Runway Ident - 01
Runway Lth/Wid - 5000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND, ME LAND, SE SEA
HELICOPTER

Age - 32

Biennial Flight Review

Current - YES
Months Since - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 1550	Last 24 Hrs	- 2
Make/Model-	8	Last 30 Days-	UNK/NR
Instrument-	325	Last 90 Days-	111
Multi-Eng -	25	Rotorcraft -	900

Instrument Rating(s) - AIRPLANE, HELICOPTER

-----Narrative-----

WHILE ON A PERSONAL FLT AFTER THE PLT LOWERED THE LANDING GEAR FOR LANDING, THE LEFT MAIN LANDING GEAR DID NOT EXTEND. THE PLT CONTINUED THE APCH, & AFTER TOUCHDOWN, THE ACFT VEERED OFF THE RWY, COLLIDED WITH TREES, THEN CAME TO REST. ACCORDING TO FAA PERSONNEL THE LT MAIN LNDG GEAR DID NOT EXTEND POSSIBLY DUE TO A FROZEN UPLOCK ROLLER. AS A RESULT AFTER THE PLT LOWERED THE LNDG GEAR, THE PUSH-PULL ROD FAILED. ACCORDING TO BEECH ACFT PERSONNEL, THE PUSH-PULL ROD COULD FAIL IF THE UPLOCK ROLLER FAILED. ACCORDING TO THE OWNER THE ACFT & ENG LOGBOOKS COULD NOT BE LOCATED.

Brief of Accident (Continued)

File No. - 2142

12/15/87

MARATHON, FL

A/C Reg. No. N707CC

Time (Lc1) - 1415 EST

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

Finding(s)
1. LANDING GEAR, NORMAL RETRACTION/EXTENSION ASSEMBLY - FAILURE, PARTIAL

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

Finding(s)
2. DIRECTIONAL CONTROL - NOT POSSIBLE -

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

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

----Probable Cause----

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

Brief of Accident

File No. - 2141 12/18/87 SOUTH BAY, FL A/C Reg. No. N731LS Time (Lcl) - 1130 EST

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

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

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

Make/Model - CESSNA A188B	Eng Make/Model - CONTINENTAL IO-520	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	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 070/010 KTS	ATC/Airspace	Runway Ident - 18
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 1500/ 25
Lowest Sky/Clouds - 3000 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 - 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, COMMERCIAL	Current - YES	Total - 875
SE LAND, ME LAND	Months Since - 7	Make/Model- UNK/NR
	Aircraft Type - PA-28	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT ATTEMPTED A LANDING ON A NARROW RUNWAY, ON AN EMBANKMENT. THE AIRPLANE SWERVED TO THE LEFT, INTO A CROSSWIND, AND LEFT THE RWY. THE RIGHT MAIN LDG GEAR COLLIDED WITH A BOULDER; THE AIRPLANE NOSED OVER AND CAME TO REST IN THE WATER.

Brief of Accident (Continued)

File No. - 2141

12/18/87

SOUTH BAY, FL

A/C Reg. No. N731LS

Time (Lc1) - 1130 EST

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

Finding(s)

1. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 2. WEATHER CONDITION - CROSSWIND
 3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
-

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

Finding(s)

4. TERRAIN CONDITION - LOOSE OBJECTS
-

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2148 12/23/87 MARATHON, FL A/C Reg. No. N5433Y Time (Lcl) - 1830 EST

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

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

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

Make/Model - PIPER PA-23-250	Eng Make/Model - LYCOMING IO-540-C4B5	ELT Installed/Activated - UNK/NR
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5200	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 250 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	MONTEGO BAY	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	ANDROS ISLAND	Runway Ident - N/A
Wind Dir/Speed- 100/007 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - WATER
Lowest Sky/Clouds - 1500 FT SCATTERED	Type of Clearance - NONE	Runway Status - WATER - CHOPPY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
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 - UNK/NR	Total - 1500
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 0
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

U.S. COAST GUARD PERSONNEL STATED THAT THE PILOT REPORTED THAT THEY WERE OUT OF FUEL AND WERE DITCHING APPROXIMATELY 110 MILES SOUTHEAST OF MARATHON FL. THE PILOTS WERE PICKED UP BY THE COAST GUARD AND WERE TRANSPORTED BACK TO MIAMI.

Brief of Accident (Continued)

File No. - 2148

12/23/87

MARATHON, FL

A/C Reg. No. N5433Y

Time (Lcl) - 1830 EST

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

Finding(s)

1. FLUID, FUEL - EXHAUSTION
 2. FUEL CONSUMPTION CALCULATIONS - POOR - PILOT IN COMMAND
 3. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 DITCHING
Phase of Operation LANDING

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2163 12/24/87 DESTIN,FL A/C Reg. No. N7005S Time (Lcl) - 1300 CST

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

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

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

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

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

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

Weather Data

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

Wind Dir/Speed- 130/006 KTS
Visibility - .900 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
MERRITT ISLAND,FL
Destination
MILTON,FL

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 - 40
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - C-150

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

Total	- 156	Last 24 Hrs	- UNK/NR
Make/Model-	156	Last 30 Days-	UNK/NR
Instrument-	4	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THEY OBSERVED THE ACFT FLYING IN THE FOG IN A SOUTHEASTERLY DIRECTION AND TURN HARD RIGHT JUST BEFORE IT STRUCK THE 19TH FLOOR OF A CONDOMINIUM. THE FOG ACCORDING TO RESIDENTS OF THE BLDG WAS SO THICK THAT THE GROUND COULD NOT BE SEEN FROM THE TOP FLOORS.

Brief of Accident (Continued)

File No. - 2163

12/24/87

DESTIN, FL

A/C Reg. No. N7005S

Time (Lc1) - 1300 CST

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

Finding(s)

1. OBJECT - RESIDENCE
 2. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
 3. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 4. WEATHER CONDITION - FOG
-

----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) 2,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2147 12/26/87 LANTANA, FL A/C Reg. No. N5223C Time (Lcl) - 1700 EST

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

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

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

Make/Model - CRUSENBERRY WINDWAGON	Eng Make/Model - ROTAX 277	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 525	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 28 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	PALM BEACH COUNTY PARK
Wind Dir/Speed- 120/007 KTS	ATC/Airspace	Runway Ident - 09
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3489/ 75
Lowest Sky/Clouds - 25000 FT THIN BKN	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 - 64	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 62
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	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-----

WHILE ON A HIGH SPEED TAXI TEST THE ACFT INADVERTENTLY BECAME AIRBORNE. WHILE LOOKING OUT THE RT SIDE OF THE ACFT THE PLT ROLLED IT INTO A RT BANK. HE THEN LEVELED THE WINGS AFTER WHICH THE ACFT STALLED, TOUCHED DOWN AND SEPARATED THE MAIN LANDING GEAR WHEELS FROM THE LANDING GEAR. THE MAIN LANDING GEAR THEN DUG INTO THE GROUND & THE ACFT CAME TO AN ABRUPT STOP.

Brief of Accident (Continued)

File No. - 2147

12/26/87

LANTANA, FL

A/C Reg. No. N5223C

Time (Lc1) - 1700 EST

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation TAXI

Finding(s)

1. LIFT-OFF - INADVERTENT - PILOT IN COMMAND

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

Finding(s)

2. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
3. STALL - INADVERTENT - PILOT IN COMMAND

Occurrence #3 HARD LANDING
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. - 2146 12/27/87 TALLAHASSEE, FL A/C Reg. No. N89126 Time (Lcl) - 2250 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

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

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
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 - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- 140/007 KTS
Visibility - .750 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 200 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
ST AUGUSTINE, FL
Destination
TALLAHASSEE, FL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 21
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 205
Last 24 Hrs - 10
Make/Model- 74
Last 30 Days- 23
Instrument- 12
Last 90 Days- 35
Multi-Eng - 54

Instrument Rating(s) - NONE

-----Narrative-----

EN ROUTE TO THE DESTINATION DURING A CROSS COUNTRY FLT, THE ACFT WAS DIVERTED TO AN ALTERNATE ARPT DUE TO WEATHER CONDITIONS BELOW MINIMUMS. UNABLE TO LAND AT THE ALTERNATE DUE TO POOR VISIBILITY THE NON-INSTRUMENT RATED PLT REQUESTED VECTORS TO THE DESTINATION ARPT & ADVISED THE CONTROLLER THAT THE ACFT WAS LOW ON FUEL. THREE ASR APCHS WERE ATTEMPTED EACH RESULTING IN A MISSED APCH BECAUSE OF POOR VISIBILITY DUE TO GROUND FOG. THE FLT WAS THEN VECTORED TO ANOTHER ARPT DUE TO A REPORT OF BETTER WEATHER. UNABLE TO LAND BECAUSE OF POOR VISIBILITY DUE TO GROUND FOG THE FLT WAS ATTEMPTED TO RETURN TO THE DESTINATION ARPT WHEN THE ENG QUIT DUE TO FUEL EXHAUSTION. A FORCED LANDING WAS PERFORMED DURING WHICH, THE RT WING COLLIDED WITH A POLE. THE ACFT THEN TOUCHED DOWN ON A ROAD, LEFT IT, TRAVELLED INTO A DITCH, COLLIDED WITH A FENCE, THEN CAME TO REST IN AN INVERTED POSITION.

Brief of Accident (Continued)

File No. - 2146

12/27/87

TALLAHASSEE, FL

A/C Reg. No. N89126

Time (Lc1) - 2250 EST

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

Finding(s)

1. WEATHER OBSERVATION - DISREGARDED - PILOT IN COMMAND
2. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
3. FLIGHT INTO KNOWN ADVERSE WEATHER - PERFORMED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. FLUID, FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. OBJECT - POLE
7. LIGHT CONDITION - DARK NIGHT
8. WEATHER CONDITION - LOW CEILING
9. WEATHER CONDITION - FOG

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

Finding(s)

10. TERRAIN CONDITION - DITCH

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

Finding(s)

11. OBJECT - FENCE

Occurrence #5 NOSE OVER
Phase of Operation LANDING - ROLL

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

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

Factor(s) relating to this accident is/are finding(s) 1,2,6,7,8,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2192

7/13/87

ATLANTA,GA

A/C Reg. No. N211AS

Time (Lcl) - 2215 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 -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

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

Make/Model - EMBRAER EMB-120
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 25353
No. of Seats - 32

Eng Make/Model - P & W PW115
Number Engines - 2
Engine Type - TURBOPROP
Rated Power - 578 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- 270/004 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ATLANTA,GA
Destination
LOCAL

ATC/Airspace

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

Airport Proximity
ON AIRPORT

Airport Data

FULTON COUNTY
Runway Ident - UNK/NR
Runway Lth/Wid - UNK/NR
Runway Surface - ASPHALT
Runway Status - DRY

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

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

Age - 41
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - EMB-120

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 7508
Make/Model- 1031
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 8
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COMMUTER AIRLINE PILOT COMPETENCY/PROFICIENCY CHECK FLIGHT WAS PROGRESSING NORMALLY, ACCORDING TO THE CREW, UNTIL THE SOUND OF THE PROPELLERS CONTACTING THE RUNWAY INTERRUPTED THE ROUTINE. NO MECHANICAL, ELECTRICAL, OR HYDRAULIC PROBLEM WAS FOUND. THE CHECK AIRMAN SET UP MULTIPLE SIMULATIONS OF POWERPLANT, INSTRUMENTATION, AND LIFT CONTROL DEVICE MALFUNCTIONS DURING THIS APPROACH. THESE DISTRACTIONS, ALONG WITH EXTENDED BRIEFINGS ON HOW TO HANDLE THE UNUSUAL CONFIGURATION DURING THE LANDING SEQUENCE, DISRUPTED THE CREWS ROUTINE.

Brief of Accident (Continued)

File No. - 2192

7/13/87

ATLANTA,GA

A/C Reg. No. N211AS

Time (Lc1) - 2215 EDT

Occurrence #2 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - CHECK PILOT
 2. EXCESSIVE WORKLOAD (TASK OVERLOAD) - PILOT IN COMMAND
 3. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
 4. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
 5. SUPERVISION - INADEQUATE - CHECK PILOT
-

----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. - 2021

8/19/87

CAMILIA,GA

A/C Reg. No. N7559T

Time (Lcl) - 0925 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

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

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -MANEUVERING

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

Make/Model - CESSNA 172A
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300C
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 - IMC

Wind Dir/Speed- 250/008 KTS

Visibility - .700 SM

Lowest Sky/Clouds - 250 FT

Lowest Ceiling - 250 FT BROKEN

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

CAMILIA,GA

Destination

APALACHICOLA,FL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - DIRT

Runway Status - DRY

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

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 65

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 117	Last 24 Hrs	- UNK/NR
Make/Model-	44	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THIS FLT HAD BEEN DELAYED SEVERAL DAYS DUE TO POOR WEATHER IN THE AREA. ON THE DAY OF THE FLT THE PLT WAITED UNTIL THE LOCAL AREA FOG HAD DISSIPATED BEFORE DEPARTING THE PRIVATE AIR STRIP. THE ACFT WAS HEARD ABOVE THE CLOUDS ABOUT FIVE MILES FROM THE CRASH SITE. WITNESSES AT THE CRASH SITE ALSO REPORTED HEARING THE AIRCRAFT CIRCLING OVERHEAD. ONLY ONE OF THEM GOT A GLIMPSE OF IT JUST ABOVE THE TOPS OF THE TREES. CLOUDS WERE AT TREE TOP HEIGHT IN THE AREA. THE ACFT WAS IN ITS THIRD CIRCLE WHEN IT STRUCK THE GROUND AND A FENCE.

Brief of Accident (Continued)

File No. - 2021

8/19/87

CAMILIA,GA

A/C Reg. No. N7559T

Time (Lcl) - 0925 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER

Phase of Operation MANEUVERING

1. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
2. WEATHER CONDITION - LOW CEILING
3. PREFLIGHT BRIEFING SERVICE - NOT OBTAINED - PILOT IN COMMAND
4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation MANEUVERING

Finding(s)

6. ALTITUDE - NOT MAINTAINED - PILOT IN COMMAND
7. EMERGENCY PROCEDURE - NOT USED - PILOT IN COMMAND

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

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

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

Brief of Accident

File No. - 2088 10/23/87 SWAINSBORO,GA A/C Reg. No. N4946G Time (Lcl) - 1430 EDT

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

Type Operating Certificate-NONE (GENERAL AVIATION)

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

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	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 - 2400
No. of Seats - 4

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

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

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

Weather Data

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

Wind Dir/Speed- 130/005 KTS
Visibility - 12.0 SM
Lowest Sky/Clouds - 2500 FT THIN BKN
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

ATC/Airspace

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

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

Pilot-In-Command

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

Age - 24
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - PA-28R

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	601
Make/Model-	88
Instrument-	112
Multi-Eng -	40
Last 24 Hrs -	1
Last 30 Days-	UNK/NR
Last 90 Days-	138

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS BEING RETURNED TO ITS HOME BASE FOLLOWING A 100 HOUR INSPECTION. THE PLT REPORTED THAT THE ENG QUIT AS HE WAS DESCENDING PRIOR TO TRAFFIC PATTERN ENTRY. AN OFF AIRPORT LANDING WAS ATTEMPTED. THE LANDING GEAR WAS EXTENSIVELY DAMAGED AND THE AIRCRAFT NOSED OVER. EXAMINATION OF THE ENGINE REVEALED NO FUEL IN THE CARBURETOR OR THE GASCOLATOR. FUEL WAS FOUND IN THE TANKS AND NO BLOCKAGES WERE FOUND. ACTIVATION OF THE FUEL SELECTOR PRODUCED FUEL TO THE SYSTEM.

Brief of Accident (Continued)

File No. - 2088

10/23/87

SWAINSBORO,GA

A/C Reg. No. N4946G

Time (Lcl) - 1430 EDT

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

Finding(s)

1. FLUID,FUEL - STARVATION
2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

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

Finding(s)

3. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
4. LANDING GEAR,MAIN GEAR STRUT - OVERLOAD

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

----Probable Cause----

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2023 11/07/87 NEWNAN,GA

A/C Reg. No. N922TE

Time (Lcl) - 1330 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

Injuries

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

SUBSTANTIAL
Fire
NONE

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

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

Make/Model - HILLER UH-12B
Landing Gear - SKID
Max Gross Wt - 2500
No. of Seats - 3

Eng Make/Model - FRANKLIN 6V-335-B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 210 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- VARIABLE
Visibility - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL
SE LAND,ME LAND
HELICOPTER

Age - 39

Biennial Flight Review

Current - YES
Months Since - 11
Aircraft Type - M-20F

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3141	Last 24 Hrs	-	2
Make/Model	-	28	Last 30 Days	-	UNK/NR
Instrument	-	156	Last 90 Days	-	43
Multi-Eng	-	52	Rotorcraft	-	1288

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TAIL ROTOR 90 DEGREE GEARBOX MOUNTING FLANGE FRACTURED DURING APCH TO LAND, WHILE THE HELICOPTER WAS AT ABOUT 75 FT AGL. THE GEARBOX SUBSEQUENTLY SEPARATED FROM THE HELICOPTER. THE PLT INITIATED AN AUTOROTATION. THE HELICOPTER ROLLED OVER ON LDG. METALLURGICAL ANALYSIS INDICATED THAT THE FLANGE FAILED AS A RESULT OF EXTENSIVE PREEXISTENT FATIGUE CRACKING, AND THAT THE CRACKING WAS THE RESULT OF EXCESSIVE VIBRATION.

Brief of Accident (Continued)

File No. - 2023

11/07/87

NEWNAN,GA

A/C Reg. No. N922TE

Time (Lcl) - 1330 EST

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

Finding(s)

1. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - VIBRATION
 2. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - FATIGUE
 3. ROTOR DRIVE SYSTEM, TAIL ROTOR GEAR BOX(90 DEG) - SEPARATION
 4. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 ROLL OVER
Phase of Operation LANDING

Finding(s)

5. DIRECTIONAL CONTROL - REDUCED -
-

-----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. - 2050 11/22/87 THOMSON,GA

A/C Reg. No. N7109L

Time (Lcl) - 1530 EST

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

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

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

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

Fire
NONE

Crew
Pass

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

Make/Model - GRUMMAN 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/NO
Stall Warning System - YES

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

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed - 280/005 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
THOMSON,GA
Destination
VILLA RICA,GA

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

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

ATC/Airspace

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

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

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

Age - 18
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - AA-5

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 196
Make/Model - 150
Instrument - 4
Last 24 Hrs - 2
Last 30 Days - UNK/NR
Last 90 Days - 7

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE STRUCK HIGH-TENSION POWER LINES WHILE MANEUVERING AT ABOUT 100 FT AGL. THE COLLISION OCCURRED ABOUT 2/10 OF A MILE FROM THE RESIDENCE OF THE PLT'S GIRLFRIEND. ONE OF THE WIRES FELL TO THE GROUND, DAMAGING AN AUTO AND SETTING A FIELD ON FIRE. THE AIRPLANE RETURNED TO THE LOCAL ARPT IT HAD DEPARTED FROM EARLIER, AND LANDED WITHOUT FURTHER INCIDENT. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO THE VERTICAL STABILIZER AND ONE OF THE WINGS.

Brief of Accident (Continued)

File No. - 2050

11/22/87

THOMSON,GA

A/C Reg. No. N7109L

Time (Lcl) - 1530 EST

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

Finding(s)

1. OBJECT - WIRE,TRANSMISSION
2. JUDGEMENT - POOR - PILOT IN COMMAND
3. LOW PASS - PERFORMED - PILOT IN COMMAND
4. OSTENTATIOUS DISPLAY - PILOT IN COMMAND
5. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND

----Probable Cause----

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

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. - 2129 11/24/87 WAYNESBORO, GA A/C Reg. No. N4081V Time (Lcl) - 0850 EST

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

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

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

Make/Model	- CESSNA 150M	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-----

<p>Weather Data</p> <p>Wx Briefing - NO RECORD OF BRIEFING</p> <p>Method - N/A</p> <p>Completeness - N/A</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - CLEAR</p> <p>Lowest Ceiling - NONE</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p style="padding-left: 20px;">SAME AS ACC/INC</p> <p>Destination</p> <p style="padding-left: 20px;">LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p style="padding-left: 20px;">ON AIRPORT</p> <p>Airport Data</p> <p style="padding-left: 20px;">BURKE COUNTY</p> <p>Runway Ident - 08</p> <p>Runway Lth/Wid - 3200/ 75</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - UNK/NR</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p style="padding-left: 20px;">STUDENT</p>	<p>Age - 45</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 - UNK/NR</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 LOST CONTROL OF THE AIRPLANE WHILE LANDING, DURING HIS SECOND SUPERVISED-SOLO FLT. THE AIRPLANE VEERED OFF OF THE RWY INTO A DITCH WHERE THE NOSEGEAR COLLAPSED AND THE AIRPLANE NOSED OVER. THE WIND WAS REPORTEDLY CALM.

Brief of Accident (Continued)

File No. - 2129

11/24/87

WAYNESBORO,GA

A/C Reg. No. N4081V

Time (Lcl) - 0850 EST

Occurrence #1 LOSS OF CONTROL - ON GROUND
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. 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) 1,3

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

Brief of Accident

File No. - 2096 12/06/87 LAGRANGE,GA A/C Reg. No. N5587J Time (Lcl) - 1443 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 3	0	0	0
Accident Occurred During -MANEUVERING			0	0	0

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

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

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

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	PINE MOUNTAIN,GA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	CANTON,GA	Runway Ident - N/A
Wind Dir/Speed- 140/003 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - CONCRETE
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 150
SE LAND	Months Since - 14	Make/Model- 16
	Aircraft Type - C150	Instrument- 4
		Last 24 Hrs - 1
		Last 30 Days- UNK/NR
		Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

PLT LOST POWER IN CRUISE, IN DAY, VMC. MADE APCH TO INTERSTATE HWY I85. HIT OVERPASS SUPPORT COLUMN AT 15 FEET AGL. ENGINE OVERHAULED 51 HOURS BEFORE ACCIDENT. OVERHAUL RECORDS INDICATED MAGNETO REPAIR. ANNUAL INSP RECORDS INDICATED COMPLIANCE WITH AD 78-09-07, REGARDING MAGNETO. POSTCRASH EVIDENCE INDICATED INADEQUATE OVERHAUL, CARBURETOR AND MAGNETO NOT OVERHAULED. MECHANIC HAD LENGHTY HISTORY OF VIOLATIONS BY FAA FOR IMPROPER REPAIRS. POSTCRASH TESTING SHOWED LEFT MAG FIRING INTERMITTENTLY & CARB THROTTLE VALVE SEALS LEAKING, INDUCING A LEAN MIXTURE. CARB ACCELERATOR PUMP WEAK. ENGINE HESITATED WHEN THROTTLE JAMMED DURING POSTCRASH ENGINE RUN. PIC GOT PVT CERTIFICATE 9/73.

Brief of Accident (Continued)

File No. - 2096

12/06/87

LAGRANGE,GA

A/C Reg. No. N5587J

Time (Lc1) - 1443 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. IGNITION SYSTEM,MAGNETO - ERRATIC
2. MAINTENANCE,OVERHAUL - INADEQUATE - OTHER MAINTENANCE PSNL
3. MAINTENANCE,COMPLIANCE WITH AD - NOT PERFORMED - OTHER MAINTENANCE PSNL
4. FUEL SYSTEM,CARBURETOR - LEAK

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

5. EMERGENCY PROCEDURE - DELAYED - PILOT IN COMMAND
6. LACK OF RECENT EXPERIENCE - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Finding(s)

7. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
8. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
9. OBJECT - BRIDGE/OVERPASS

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,7

Factor(s) relating to this accident is/are finding(s) 3,4,5,6,8,9

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2022 12/09/87 MONROE, GA

A/C Reg. No. N3441B

Time (Lcl) - 1515 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	1	0
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - BEECH D35
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES/YES
Stall Warning System - 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- 270/006 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2300 FT BROKEN
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN

Airport Proximity
ON AIRSTRIP

Airport Data

AERIE
Runway Ident - 15
Runway Lth/Wid - 2000/ 300
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, ATP
SE LAND, ME LAND
GLIDER

Age - 51
Biennial Flight Review
Current - YES
Months Since - 2
Aircraft Type - L-1011

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	20605
Make/Model-	161
Instrument-	4177
Multi-Eng -	17794
Last 24 Hrs -	3
Last 30 Days-	UNK/NR
Last 90 Days-	155

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE BEECH D35 WAS LANDING AT A PRIVATE AIRSTRIP FROM WHICH IT HAD DEPARTED FIFTEEN MINUTES EARLIER. THE FINAL APPROACH WAS TO THE SOUTH, INTO THE SUN. ON SHORT FINAL THE PILOT LOOKED DOWN TO VERIFY THAT THE GEAR WAS DOWN. HE LOOKED OUTSIDE AGAIN JUST IN TIME TO SEE A TRACTOR-TRAILER PRIOR TO IMPACT. THE LEFT MAIN LANDING GEAR IMPACTED THE TOP RIGHT FRONT CORNER OF THE TRAILER. THE ACFT ROTATED APPROXIMATELY 70 DEGREES PRIOR TO IMPACT WITH THE GROUND. INVESTIGATION BY THE HIGHWAY PATROL REVEALED THAT VEHICLES TRAVELING IN A WESTERLY DIRECTION ON COUNTY ROAD 457 WERE HIDDEN BY TREES ON THE SIDE OF THE ROAD OPPOSITE THE AIRSTRIP. THE TRUCK DRIVER WAS NOT INJURED.

Brief of Accident (Continued)

File No. - 2022

12/09/87

MONROE,GA

A/C Reg. No. N3441B

Time (Lcl) - 1515 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. OBJECT - VEHICLE
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
 4. LIGHT CONDITION - SUNGLARE
 5. TERRAIN CONDITION - HIDDEN OBSTRUCTION(S)
 6. TERRAIN CONDITION - HIGH VEGETATION
-

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

Factor(s) relating to this accident is/are finding(s) 1,3,4,5,6

Brief of Accident

File No. - 2029

12/12/87

MOULTRIE,GA

A/C Reg. No. N3632W

Time (Lcl) - 1255 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 2	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

-----Aircraft Information-----

Make/Model - PIPER PA-32-260
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING O-540-E4B5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 260 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - ACFT RADIO
Completeness - UNK/NR

Itinerary

Last Departure Point
ABERDEEN,MS
Destination
DAYTONA BEACH,FL

Airport Proximity
OFF AIRPORT/STRIP

Basic Weather - VMC

Wind Dir/Speed- 230/003 KTS
Visibility - 4.000 SM
Lowest Sky/Clouds - 1000 FT SCATTERED
Lowest Ceiling - 1800 FT BROKEN
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - DAYLIGHT

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Data

MOULTRIE
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 - 48

Biennial Flight Review

Current - YES
Months Since - 13
Aircraft Type - PA-32

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 393	Last 24 Hrs - 2
Make/Model- 335	Last 30 Days- UNK/NR
Instrument- 4	Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT WAS ON A PERSONAL VFR FLT WITH HIS WIFE AND SON. DURING THE COURSE OF THE FLT, HE ENTERED DETERIORATING WEATHER CONDITIONS. HE WAS ADVISED THAT THERE WERE SCATTERED RAIN SHOWERS AHEAD. HE CONTINUED ON HIS TRACK AND ADVISED APCH CONTROL THAT HE HAD LOST CONTACT WITH THE GROUND AND THOUGHT HE HAD BETTER TURN BACK UNLESS HE BROKE OUT SHORTLY. APCH CONTROL OBSERVED THE RADAR RETURN BEGIN A RIGHT TURN AND THE PLT'S TRANSMISSION WAS CUT OFF DURING THE TURN. RADAR CONTACT WAS LOST AT 2,500 FEET AND THE ACFT WRECKAGE WAS FOUND SCATTERED OVER ALMOST 1,000 FEET. THE ACFT HAD BROKEN UP IN FLIGHT.

Brief of Accident (Continued)

File No. - 2029

12/12/87

MOULTRIE, GA

A/C Reg. No. N3632W

Time (Lcl) - 1255 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
2. WEATHER EVALUATION - MISJUDGED - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - INADVERTENT - PILOT IN COMMAND

Occurrence #2 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

5. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
6. SPATIAL DISORIENTATION - 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) 2,4,5,6

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2159 12/26/87 WARNER-ROBINS,GA A/C Reg. No. N13609 Time (Lcl) - 1010 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 172M	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	HOLLYWOOD,FL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CORDELE,GA	ROBINS AFB
Wind Dir/Speed- 210/005 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 5.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 12000/ 300
Lowest Sky/Clouds - UNK/NR	Type of Clearance - SPECIAL IFR	Runway Surface - N/A
Lowest Ceiling - 500 FT BROKEN	Type Apch/Lndg - ASR	Runway Status - N/A
Obstructions to Vision- FOG	FORCED LANDING	
Precipitation - DRIZZLE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 55	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 1067
SE LAND	Months Since - 24	Make/Model- 615
	Aircraft Type - UNK/NR	Instrument- 10
		Multi-Eng - UNK/NR
		Last 24 Hrs - 5
		Last 30 Days- UNK/NR
		Last 90 Days- 23
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-IFR RATED PLT DPTD IN VFR WX. HE SUBSEQUENTLY ENCOUNTERED IFR WX SEVERAL HRS AFTER DEPARTURE AND ATTEMPTED TO CONTINUE ON TO HIS DESTINATION ARPT IN IFR CONDITIONS. HE MADE SEVERAL VOR APPROACHES TO THE DESTINATION ARPT. BUT WAS UNABLE TO VISUALLY LOCATE THE ARPT AND LAND. HE SUBSEQUENTLY OBTAINED ATC ASSISTANCE AND RECEIVED VECTORS TO ROBINS AFB IN WARNER-ROBINS. THE ENGINE LOST POWER DURING THE APPROACH AND THE ACFT CRASHED INTO TREES ABOUT 8 NM FROM ROBINS AFB. THE PLT STATED THAT THE ENGINE LOST PWR DUE TO FUEL EXHAUSTION. SUBSEQUENT EXAMINATION OF THE ACFT CONFIRMED THIS. THE PLT NOTED THAT HE SHOULD HAVE TURNED AROUND WHEN HE FIRST ENCOUNTERED THE IFR WX.

Brief of Accident (Continued)

File No. - 2159

12/26/87

WARNER-ROBINS,GA

A/C Reg. No. N13609

Time (Lc1) - 1010 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
2. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. WEATHER CONDITION - LOW CEILING
5. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
6. FLUID,FUEL - EXHAUSTION

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

7. WEATHER CONDITION - FOG

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,6

Factor(s) relating to this accident is/are finding(s) 3,4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2131 4/29/87 KAHULUI, HI A/C Reg. No. N4588Q Time (Lcl) - 0854 HST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage		Injuries		
Name of Carrier -INTER-ISLAND AIR	DESTROYED		Fatal	Serious	Minor
Type of Operation -NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	1	0
Flight Conducted Under -14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During -APPROACH					

-----Aircraft Information-----

Make/Model - CESSNA 402A	Eng Make/Model - CONTINENTAL TSIO-520	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 - 2	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LANAI, HI	KAHULUI
Wind Dir/Speed- 050/007 KTS	ATC/Airspace	Runway Ident - 02
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 6995/ 150
Lowest Sky/Clouds - 2800 FT	Type of Clearance - VFR	Runway Surface - ASPHALT
Lowest Ceiling - 2800 FT BROKEN	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6650
SE LAND, ME LAND	Months Since - 1	Last 24 Hrs - 1
	Aircraft Type - C-402	Make/Model- UNK/NR
		Last 30 Days- 17
		Instrument- 2000
		Last 90 Days- 50
		Multi-Eng - 3650

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER TAKEOFF, THE PLT REQD AN "IMMEDIATE DOWNWIND" TO RTRN TO THE ARPT & WAS CLRD TO LAND. WHEN ASKED IF EQUIPMENT WAS NEEDED, HE REPLIED, "NEGATIVE, SIR, A LITTLE MATTER OF FUEL." A WITNESS SAID THE ACFT APPEARED VERY LOW ON FINAL APCH WITH BOTH PROPS TURNING. THE ACFT CRASH LNDD SHORT OF THE RWY, WENT THRU A PERIMETER FENCE & CAME TO REST ON AN INCLINE ABT 10' SHORT OF THE RWY. THE PLT RCVD A HEAD INJURY & COULDN'T REMEMBER MANY DETAILS OF THE OCCURRENCE. IN AN EARLY INTERVIEW, HE INDCD THERE WAS A PARTIAL PWR LOSS & THE ACFT YAWED, BUT HE COULDN'T REMEMBER WHICH ENG "CUT OUT FIRST." LATER, HE WAS UNABLE TO RECALL LOSING PWR. SIX GAL OF FUEL WAS FND IN THE L MAIN TANK, ABT 1.5 GAL WAS IN THE R MAIN TANK. THE LEFT FUEL SLCTR WAS FND IN THE "MAIN" PSN, BUT DUE TO DMG & RESCUE ACTIVITIES, THE PSN OF THE R FUEL SLCTR WAS NOT DETERMINED. BOTH AUX PUMP SWS WERE IN THE "OFF" PSN. THE L PROP CTL WAS IN THE FEATHER PSN, BUT NEITHER PROP HAD FEATHERED. EACH MAIN TANK HELD 1 GAL OF UNUSABLE FUEL. A TEST OF THE PLT'S BLOOD SHOWED 0.045% ALCOHOL.

Brief of Accident (Continued)

File No. - 2131

4/29/87

KAHULUI, HI

A/C Reg. No. N4588Q

Time (Lcl) - 0854 HST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation APPROACH

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
3. FLUID,FUEL - LOW LEVEL
4. PRECAUTIONARY LANDING - INITIATED -
5. FLUID,FUEL - STARVATION
6. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND
7. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

8. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING

Finding(s)

9. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

10. OBJECT - FENCE

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,5,6,8

Factor(s) relating to this accident is/are finding(s) 2,3,7,9,10

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2018 7/27/87 PAHALA, HI A/C Reg. No. N9919M Time (Lcl) - 1152 HST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
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 - EMAIR MA-1B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 6250
No. of Seats - 1

Eng Make/Model - WRIGHT R-1820-202A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1200 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- VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - UNK/NR THIN BKN

Lowest Ceiling - 1200 FT BROKEN

Obstructions to Vision- UNK/NR

Precipitation - RAIN

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FULL STOP

Airport Proximity

ON AIRSTRIP

Airport Data

UPPER PAHALA

Runway Ident - UNK/NR

Runway Lth/Wid - 1900/ 50

Runway Surface - ASPHALT

Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - C-182

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 21000

Make/Model- 400

Instrument- UNK/NR

Multi-Eng - 350

Last 24 Hrs - 4

Last 30 Days- 90

Last 90 Days- 256

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AT THE END OF AN AERIAL APPLICATION FLT, THE PLT REPORTED THAT AFTER APPROACHING THE ARPT IN A LIGHT RAIN, HE FAILED TO KEEP THE ACFT CENTERED ON THE RWY. THE ACFT EXITED THE RWY TO THE LEFT WHERE IT COLLIDED WITH THE TERRAIN AND NOSED OVER. THERE WERE NO MECHANICAL FAILURES OR MALFUNCTIONS REPORTED BY THE PLT.

Brief of Accident (Continued)

File No. - 2018

7/27/87

PAHALA, HI

A/C Reg. No. N9919M

Time (Lc1) - 1152 HST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - RAIN
2. VISUAL/AURAL PERCEPTION - PILOT IN COMMAND
3. WINDOW, FLIGHT COMPARTMENT WINDOW/WINDSHIELD - DIRTY (FOGGY)
4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - DIRT BANK

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) 4

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

Brief of Accident

File No. - 2117

8/13/87

PAHALA, HI

A/C Reg. No. N9924M

Time (Lcl) - 0826 HST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Aircraft Damage
SUBSTANTIAL

	Injuries			None
	Fatal	Serious	Minor	
Crew	0	0	0	1
Pass	0	0	0	0

Type of Operation -AERIAL APPLICATION

Flight Conducted Under -14 CFR 137

Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - EMAIR MA-1B

Landing Gear - TAILWHEEL-ALL FIXED

Max Gross Wt - 6250

No. of Seats - 1

Eng Make/Model - WRIGHT R-1820-202A

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 900 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE

Visibility - 15.0 SM

Lowest Sky/Clouds - 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

DUSTER STRIP

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRAVEL

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND, SE SEA

Age - 56

Biennial Flight Review

Current - YES

Months Since - 11

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 6550

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-----

DURING AN AERIAL APPLICATION OPERATION, WHILE TAKING OFF, THE AIRCRAFT VEERED OFF THE RUNWAY AND CAME TO REST NOSE DOWN. INSPECTION OF THE LANDING GEAR REVEALED THAT THE LEFT MAIN LANDING GEAR SCISSOR BOLT BROKE.

Brief of Accident (Continued)

File No. - 2117

8/13/87

PAHALA, HI

A/C Reg. No. N9924M

Time (Lcl) - 0826 HST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. LANDING GEAR, MAIN GEAR STRUT SCISSORS - SHEARED

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

2. DIRECTIONAL CONTROL - NOT POSSIBLE -
3. GROUND LOOP/SWERVE - UNCONTROLLED -

Occurrence #3 NOSE DOWN
Phase of Operation TAKEOFF - GROUND RUN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2152 9/11/87 PAAUILO, HI A/C Reg. No. N9924M Time (Lcl) - 0644 HST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT		Aircraft Damage		Injuries			
		SUBSTANTIAL		Fatal	Serious	Minor	None
Type of Operation	-AERIAL APPLICATION	Fire		0	0	0	1
Flight Conducted Under	-14 CFR 137	NONE		0	0	0	0
Accident Occurred During	-LANDING						

-----Aircraft Information-----

Make/Model	- EMAIR MA-1-B	Eng Make/Model	- WRIGHT R-1820	ELT Installed/Activated	- NO -N/A
Landing Gear	- TAILWHEEL-ALL FIXED	Number Engines	- 1	Stall Warning System	- NO
Max Gross Wt	- 6250	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 1	Rated Power	- 900 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	
Wind Dir/Speed	- 250/004 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Clearance	- 1500
Lowest Ceiling	- BROKEN	Type Apch/Lndg	- ASPHALT
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- DRY
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 50	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL	Current - YES	Total - 6250	Last 24 Hrs - UNK/NR
SE LAND	Months Since - 7	Make/Model - 430	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) - NONE

-----Narrative-----

DURING AN AERIAL APPLICATION FLT, JUST AFTER TAKE OFF, THE PLT NOTED THAT THE ENGINE OIL TEMP WAS HIGH AND THAT BLUE SMOKE WAS COMING FROM THE ENGINE. UNABLE TO LAND AT THE AIRPORT, THE ACFT COLLIDED WITH THE TERRAIN SHORT OF THE RUNWAY AND NOSED OVER. INSPECTION OF THE ENGINE REVEALED THAT THE CYLINDERS DISPLAYED SIGNS OF SCORING WITH METAL BUILD UP ON THE CYLINDER WALL. METAL PARTICLES WERE NOTED THROUGHOUT THE INTERNAL ENGINE AREA. THE MASTER ROD MAIN BEARING WAS FOUND FROZEN TO THE CRANKSHAFT JOURNAL AND WAS DISCOLORED DUE TO HEAT.

Brief of Accident (Continued)

File No. - 2152

9/11/87

PAAUILO,HI

A/C Reg. No. N9924M

Time (Lc1) - 0644 HST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,OIL - STARVATION
2. ENGINE ASSEMBLY,BEARING - OVERTEMPERATURE
3. ENGINE ASSEMBLY,BEARING - FAILURE,TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

4. TERRAIN CONDITION - ROUGH/UNEVEN

Occurrence #4 NOSE OVER
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2056 9/30/87 AMES,IA A/C Reg. No. N2UE Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -JET AIR, INC.	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 135	IN FLIGHT	Pass	0	0	1
Accident Occurred During -CLIMB					2

-----Aircraft Information-----

Make/Model - CESSNA 401	Eng Make/Model - CONTINENTAL TS10-520-E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6300	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 8	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - WEATHER NOT PERTINENT	Destination	Airport Data
Basic Weather - VMC	GALESBURG,IL	Runway Ident - N/A
Wind Dir/Speed- 330/010 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 20.0 SM	Type of Flight Plan - IFR	Runway Surface - CONCRETE
Lowest Sky/Clouds - 25000 FT THIN BKN	Type of Clearance - IFR	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 3050
ME LAND	Months Since - 5	Last 24 Hrs - 3
	Aircraft Type - UNK/NR	Make/Model- 110
		Last 30 Days- UNK/NR
		Instrument- 340
		Last 90 Days- 100
		Multi-Eng - 1025

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE UNSKED PAX FLT WAS CLIMBING TO CRUISE ALTITUDE HAVING JUST DEPTD AMES, IA, WHEN THE PIC NOTICED A FIRE IN THE LEFT ENG. THE PIC ABORTED THE CLIMB AND RETURNED TO AMES. THE LEFT ENG WAS SECURED BEFORE LNDG WHICH WAS UNEVENTFUL. A POST-FIRE INSP OF THE ENG COMPARTMENT REVEALED A SEPARATED PORTION OF THE EXHAUST NEAR THE TURBOCHARGER UNIT. SEPARATION OF THE COMPONENTS ALLOWED HOT EXHAUST GASES TO MELT A FUEL RETURN LINE WHICH CAUGHT FIRE. THE ACFT WAS INSPECTED 50 FLT HRS PRIOR TO THE INFLT FIRE AND WAS DETERMINED TO BE AIRWORTHY.

Brief of Accident (Continued)

File No. - 2056

9/30/87

AMES, IA

A/C Reg. No. N2UE

Time (Lcl) - 1430 CDT

Occurrence #1 FIRE
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. EXHAUST SYSTEM, STACK - SEPARATION
2. MAINTENANCE, ANNUAL INSPECTION - INADEQUATE - COMPANY MAINTENANCE PNL
3. FUEL SYSTEM, LINE - MELTED

----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. - 2043 11/13/87 CAMBRIDGE, ID A/C Reg. No. N4613U Time (Lcl) - 1703 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

NONE

Crew

Pass

Fatal

1

1

Injuries

Serious

0

0

Minor

0

0

None

0

0

-----Aircraft Information-----

Make/Model - CESSNA 180G
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-470-R

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 230 HP

ELT Installed/Activated - YES/NO

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 160/004 KTS

Visibility - 2.000 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 200 FT OVERCAST

Obstructions to Vision- FOG

Precipitation - RAIN SHOWERS

Condition of Light - DUSK

Itinerary

Last Departure Point

ELKO, NV

Destination

KELLOG, ID

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 58

Biennial Flight Review

Current - YES

Months Since - 17

Aircraft Type - C-180

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3109

Make/Model- 375

Instrument- 2

Multi-Eng - UNK/NR

Last 24 Hrs - 5

Last 30 Days- 5

Last 90 Days- 44

Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING A FUEL STOP AT ELKO, NV THE PILOT REQUESTED A WEATHER BRIEFING FOR VFR FLIGHT TO LANDER, WY OR TO COUER D'ALENE, ID. THE FAA FSS BRIEFED HIM ON ADVERSE WEATHER TO BOTH DESTINATIONS, WITH FLIGHT ADVISORIES FOR MOUNTAIN OBSCURATIONS, OCCASIONAL SEVERE TURBULENCE AND SEVERE ICING IN CLOUDS AND PRECIPITATION. THE PILOT DEPARTED WITHOUT A FLIGHT PLAN OR STATED DESTINATION. WHILE ENROUTE, THE PILOT CALLED THE CEDAR CITY FLIGHT ADVISORY FACILITY FOR A WEATHER UPDATE AND WAS AGAIN ADVISED OF ADVERSE WEATHER ALONG THE ROUTE OF FLIGHT. WHEN THE FLIGHT FAILED TO ARRIVE AT LANDER, WY, A SEARCH WAS INITIATED BUT SUSPENDED AFTER 10 DAYS DUE TO LACK OF FLIGHT PLAN OR DESTINATION INFORMATION. THE WRECKAGE WAS LOCATED UNDER A 7 STRAND, 230 KV ELECTRIC TRANSMISSION LINE BY A LOCAL RESIDENT 13 DAYS AFTER THE MISHAP. THE AIRCRAFT HAD ELECTRIC ARC BURN MARKS FROM IMPACT WITH THE ELECTRIC WIRES.

Brief of Accident (Continued)

File No. - 2043

11/13/87

CAMBRIDGE, ID

A/C Reg. No. N4613U

Time (Lc1) - 1703 MST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER FORECAST - DISREGARDED - PILOT IN COMMAND
3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
4. IN FLIGHT WEATHER ADVISORIES - DISREGARDED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
6. WEATHER CONDITION - RAIN
7. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

8. OBJECT - WIRE, TRANSMISSION

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8

Brief of Accident

File No. - 2123 2/25/87 EAST ALTON, IL A/C Reg. No. N465LC Time (Lcl) - 1919 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Injuries				
Type of Operation -BUSINESS	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	2
Accident Occurred During -LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - ROCKWELL NA265-65	Eng Make/Model - GARRETT TFE-731-3R	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 24000	Engine Type - TURBOFAN	
No. of Seats - 10	Rated Power - 3700 LBS THRUST	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	ON AIRPORT
Method - UNK/NR	CHARLESTON,WV	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	EAST ALTON,IL	ST LOUIS REGIONAL
Wind Dir/Speed- 070/007 KTS	ATC/Airspace	Runway Ident - 11
Visibility - 7.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 20000 FT OVERCAST	Type Apch/Lndg - VISUAL	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
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)
COMMERCIAL,ATP	Current - YES	Total - 9684
SE LAND,ME LAND	Months Since - 5	Last 24 Hrs - 3
HELICOPTER	Aircraft Type - BE-35	Make/Model- 487
		Last 30 Days- 43
		Instrument- 3611
		Last 90 Days- 111
		Multi-Eng - 6953
		Rotorcraft - 2346

Instrument Rating(s) - AIRPLANE,HELICOPTER

-----Narrative-----

AFTER LANDING PILOT LOST DIRECTIONAL CONTROL OF THE AIRCRAFT DURING ROLLOUT. AIRCRAFT STRUCK TAXIWAY EDGE AND TAXIWAY MARKER SIGN CAUSING SUBSTANTIAL DAMAGE TO AIRCRAFT. POST ACCIDENT TESTING OF THE ANTI-SKID SYSTEM DID NOT REVEAL ANY FUNCTIONAL DEFECTS.

Brief of Accident (Continued)

File No. - 2123

2/25/87

EAST ALTON, IL

A/C Reg. No. N465LC

Time (Lcl) - 1919 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

4. OBJECT - AIRPORT FACILITY
-

Occurrence #3 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2111

4/18/87

KANKAKEE, IL

A/C Reg. No. N501RM

Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	1	0	0	0
ON GROUND	Pass	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

-----Aircraft Information-----

Make/Model - BEDE BD5 A-B
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 890
No. of Seats - 1

Eng Make/Model - KAWASAKI KR-1000
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 83 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- 004/005 KTS
Visibility - 80.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
KANKAKEE, IL
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

GREATER KANKAKEE
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 - 63

Biennial Flight Review

Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	214	Last 24 Hrs -	1
Make/Model-	0		Last 30 Days-	UNK/NR
Instrument-	0		Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF ON THE FIRST TEST FLIGHT IN HIS HOMEBUILT AIRCRAFT AND AFTER CLIMBING TO APPROXIMATELY 1000 FT. AGL, STALLED THE AIRCRAFT. THE AIRCRAFT THEN SUBSEQUENTLY ENTERED A SPIN AND COLLIDED WITH THE GROUND. THERE WERE REPORTS OF THE AIRCRAFT'S ENGINE "SPUTTERING". INVESTIGATORS DETERMINED THAT THE PROPELLER WAS NOT SPINNING AT IMPACT. THE PILOT HAD REPORTED CARBURETION PROBLEMS PRIOR TO THE ACCIDENT FLIGHT, BUT THE ENGINE WAS TOO BADLY DAMAGED BY POST IMPACT FIRE TO ALLOW A DETERMINATION OF WHAT CAUSED A POWERLOSS.

Brief of Accident (Continued)

File No. - 2111

4/18/87

KANKAKEE,IL

A/C Reg. No. N501RM

Time (Lcl) - 1220 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)
2. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
3. STALL/SPIN - NOT CORRECTED - PILOT IN COMMAND
4. IMPROPER USE OF PROCEDURE,LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4

Brief of Accident

File No. - 2158 5/21/87 FRANKLIN GROVE, IL A/C Reg. No. N81KX Time (Lcl) - 1200 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew

Pass

1
0

Injuries

Serious

Minor

None

0

0

0

0

-----Aircraft Information-----

Make/Model - JAUCH COOT
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1756
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/015 KTS

Visibility - 5.0 SM

Lowest Sky/Clouds - 25000 FT THIN BKN

Lowest Ceiling - NONE

Obstructions to Vision- HAZE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

MENDOTA, IL

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND, SE SEA

Age - 56

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 - 420

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 PLT DEPTD MENDOTA, IL ON A LOCAL TEST FLT UNDER A 40 HOUR TIME IN SERVICE RESTRICTION IN AN EXPERIMENTAL HOME BUILT AIRPLANE. A WITNESS STATED THAT THE AIRPLANE WAS CIRCLING OVER HIS FARM AND THEN TURNED SOUTH. HE SAID THE ENG STALLED AND THE AIRPLANE CAME STRAIGHT DOWN. THE AIRPLANE CRASHED INTO A SHED AND WAS COMPLETELY BURNED. CONTROL CONTINUITY TO THE MOVABLE CONTROLS COULD NOT BE ESTABLISHED. NO RECORD OF WEIGHT AND BALANCE OR AMOUNT AND TYPE OF FUEL USED. CAUSE OF ENG FAILURE AND LOSS OF CONTROL IS UNDETERMINED. THE ENG WAS MELTED BY THE INTENSE GROUND FIRE.

Brief of Accident (Continued)

File No. - 2158

5/21/87

FRANKLIN GROVE, IL

A/C Reg. No. N81KX

Time (Lc1) - 1200 CDT

Occurrence #1 LOSS OF POWER
Phase of Operation MANEUVERING
1. UNDETERMINED

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 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) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2008 8/05/87 KANKAKEE/ELKS,IL A/C Reg. No. N44870 Time (Lcl) - 2019 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 0	1	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROBERTSON B1-RD	Eng Make/Model - CUYONA 430-R	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 510	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 30 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	KANKAKEE,IL	Runway Ident - N/A
Wind Dir/Speed- 050/008 KTS	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 - 44	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 274
SE LAND	Months Since - 10	Make/Model- 6
	Aircraft Type - C-172	Instrument- 0
		Last 24 Hrs - 5
		Last 30 Days- 3
		Last 90 Days- 6

Instrument Rating(s) - NONE

-----Narrative-----

DURING A TAKEOFF FROM A GOLF COURSE FAIRWAY THE ACFT COLLIDED WITH A TREE AND CRASHED. A SKETCHED DESCRIPTION OF THE SCENE REVEALED ONLY 60 YARDS BETWEEN THE STARTING POINT OF THE TAKEOFF AND THE TREE. IN SPITE OF THIS, THE PLT STATED THAT HE CLIMBED TO ABOUT 50 FT ABOVE THE TREE AND STARTED A TURN TO THE RIGHT. WHEN HE TRIED TO ROLL OUT OF THE TURN, ACCORDING TO THIS STATEMENT, THE ACFT CONTINUED TO TURN. HE FURTHER STATED THAT WHEN CONTINUED EFFORTS TO RECOVER FAILED HE REDUCED POWER TO IDLE AND TRIED TO HIT THE ENGINE "KILL" SWITCH BEFORE IMPACT. THE ON-SCENE INVESTIGATION REVEALED NO MECHANICAL DISCREPANCIES OF THE ACFT. ACCORDING TO ONE EYEWITNES STATEMENT THE ACFT WAS OPERATING NORMALLY AND APPEARED TO HAVE STALLED DURING THE CLIMBOUT.

Brief of Accident (Continued)

File No. - 2008

8/05/87

KANKAKEE/ELKS,IL

A/C Reg. No. N44870

Time (Lc1) - 2019 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
 2. AIRCRAFT HANDLING - IMPROPER - PILOT IN COMMAND
 3. STALL/SPIN - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2090 11/06/87 DANVILLE, IL A/C Reg. No. N52263 Time (Lcl) - 0957 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL		Injuries		
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING			0	0	0
					1
					0

-----Aircraft Information-----

Make/Model - CESSNA 172P	Eng Make/Model - LYCOMING O-320-D2J	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 160 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	DANVILLE, IL	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	MATTOON, IL	
Wind Dir/Speed- 190/006 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 20.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 8000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 60	Last 24 Hrs - 1
SE LAND	Months Since - UNK/NR	Make/Model- 24	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 2	Last 90 Days- 15

Instrument Rating(s) - NONE

-----Narrative-----

DURING AN EMERGENCY OFF AIRPORT LANDING, SUBSEQUENT TO A POWER FAILURE, THE AIRCRAFT EXPERIENCED A NOSE OVER AND SUFFERED SUBSTANTIAL DAMAGE. THE PILOT REPORTED NO INJURIES. INVESTIGATION AFTER THE ACCIDENT REVEALED A VALVE STICKING PROBLEM IN THE ENGINE. DURING THE POST ACC EXAM THE ENG WOULD RUN AT HIGH SETTING BUT QUIT WHEN REDUCED TO CRUISE PWR. THE VALVE STEM CLEARANCES WERE FOUND TO MEET SPECS HOWEVER THERE WERE EXCESSIVE CARBON DEPOSITS AT THE BASE OF THE STEMS ON THE INTAKE VALVES. THE ENGINE HAD BEEN OVERHAULED 350 HOURS PREVIOUSLY AND HAD A 100 HOUR INSPECTION 49 HOURS PREVIOUSLY.

Brief of Accident (Continued)

File No. - 2090

11/06/87

DANVILLE,IL

A/C Reg. No. N52263

Time (Lcl) - 0957 CST

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - MOVEMENT RESTRICTED
 2. MAINTENANCE, 100 HOUR INSPECTION - INADEQUATE - OTHER MAINTENANCE PSNL
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - SOFT
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 2037 12/26/87 HAYS,KS

A/C Reg. No. N83BC

Time (Lcl) - 1430 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire NONE
Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-28R-201T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2900
No. of Seats - 4

Eng Make/Model - CONTINENTAL TSIO-360-FB
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/YES
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 040/018 KTS
Visibility - 5.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 2500 FT OVERCAST
Obstructions to Vision- BLOWING SNOW
Precipitation - SNOW
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ST. LOUIS,MO
Destination
GOODLAND,KS

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

HAYS
Runway Ident - 34
Runway Lth/Wid - 6300/ 100
Runway Surface - DIRT
Runway Status - SNOW - CRUSTED

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - IFR
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 42
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	215	Last 24 Hrs	-	4
Make/Model	-	72	Last 30 Days	-	UNK/NR
Instrument	-	35	Last 90 Days	-	34

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PERSONAL CROSS COUNTRY IFR FLT, PIC ENCOUNTERED FORECAST ICING CONDITIONS. HE THEN MADE A 180 DEGREE TURN TO AN ALTERNATE AIRFIELD. HE SAID THE ACFT ACCUMULATED SUBSTANTIAL ICING ON PROPELLER, WINGS AND WINDSHIELD. HE SAID FULL PWR WAS NECESSARY TO MAINTAIN LEVEL FLT AND CONSIDERABLE VIBRATION WAS OCCURRING. THE PLT DECLARED AN EMERGENCY AND REQUESTED VECTORS TO THE HAYS, KS, AIRPORT. THE ENGINE QUIT DUE TO FUEL EXHAUSTION ABOUT 7 MILES SHORT OF DESTINATION APT, RESULTING IN AN EMERGENCY LDG. THE PIC WAS NOT INSTRUMENT RATED.

Brief of Accident (Continued)

File No. - 2037

12/26/87

HAYS,KS

A/C Reg. No. N83BC

Time (Lc1) - 1430 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PLANNING-DECISION - POOR - PILOT IN COMMAND
2. FLIGHT INTO KNOWN ADVERSE WEATHER - CONTINUED - PILOT IN COMMAND
3. WEATHER CONDITION - ICING CONDITIONS

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

4. FLIGHT TO ALTERNATE DESTINATION - ATTEMPTED -
5. FUSELAGE - ICE
6. PROPELLER SYSTEM/ACCESSORIES - ICE
7. FUEL SUPPLY - INADEQUATE -
8. FLUID,FUEL - EXHAUSTION

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 ON GROUND COLLISION WITH OBJECT
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) 1,2,8

Brief of Accident

File No. - 2017 11/21/87 LEWISBURG,KY A/C Reg. No. N6450P Time (Lcl) - 1330 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-24-250
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2800
No. of Seats - 4

Eng Make/Model - LYCOMING O-540-A1C5
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 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
OWENSBURG,KY
Destination
MANCHESTER,TN

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - DIRT
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 6
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 629 Last 24 Hrs - 2
Make/Model- 302 Last 30 Days- UNK/NR
Instrument- 140 Last 90 Days- 17
Multi-Eng - 20

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF ENGINE POWER AT 5500 FEET. HE WAS NOT ABLE TO START THE ENGINE AFTER COMPLETING AN EMERGENCY PROCEDURE. THE PILOT ESTABLISHED AN APPROACH TO A LANDING AREA, AND STALLED THE AIRCRAFT ON SHORT FINAL. THE AIRCRAFT MOVED ABOUT 30 FEET AFTER IMPACT. THERE WAS AMPLE ALTITUDE AVAILABLE FOR THE PILOT TO ESTABLISH AN APPROACH TO A LARGE OPEN FIELD. THE STALL RESULTED IN SUBSTANTIALLY MORE DAMAGE AND INJURIES. THE EVIDENCE INDICATED THE OVERHAUL FACILITY DID NOT PROPERLY SAFETY THE FOUR BOLTS WHICH ATTACH THE CAMSHAFT DRIVE GEAR IN THE ACCESSORY DRIVE SECTION OF THE ENGINE.

Brief of Accident (Continued)

File No. - 2017

11/21/87

LEWISBURG, KY

A/C Reg. No. N6450P

Time (Lcl) - 1330 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE
 1. ACCESSORY DRIVE ASSY, DRIVE GEAR - DISCONNECTED
 2. MAINTENANCE, OVERHAUL, MAJOR - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY
 3. STALL - NOT CORRECTED - PILOT IN COMMAND
 4. 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) 1,2,3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2053 10/08/87 COVINGTON, LA A/C Reg. No. N718GA Time (Lcl) - 1436 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE
Crew 0
Pass 0

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN GA7
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D1D
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - PATWAS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 170/007 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOMGALL, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN

Airport Proximity
ON AIRPORT

Airport Data

COVINGTON
Runway Ident - 17
Runway Lth/Wid - 3000/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 53
Biennial Flight Review
Current - NO
Months Since - 38
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 1632	Last 24 Hrs	- 2
Make/Model-	619	Last 30 Days-	UNK/NR
Instrument-	217	Last 90 Days-	50
Multi-Eng	- 619		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT TOUCHED DOWN WITH EXCESSIVE SPEED, AND DUE TO THE POOR MECHANICAL CONDITION OF THE AIRCRAFT'S BRAKES, WAS UNABLE TO STOP BEFORE OVER-RUNNING THE DEPARTURE END OF THE RUNWAY. THE AIRCRAFT'S ANNUAL INSPECTION WAS TWO MONTHS OVERDUE. THE PILOT'S BIENNIAL FLIGHT REVIEW WAS 14 MONTHS OVERDUE.

Brief of Accident (Continued)

File No. - 2053

10/08/87

COVINGTON, LA

A/C Reg. No. N718GA

Time (Lc1) - 1436 CDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
2. AIRSPEED(VREF) - EXCEEDED - PILOT IN COMMAND
3. MAINTENANCE, ANNUAL INSPECTION - NOT PERFORMED - OTHER MAINTENANCE PSNL
4. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

5. OBJECT - TREE(S)

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
7. LANDING GEAR, NOSE GEAR - OVERLOAD
8. LANDING GEAR, NOSE GEAR - COLLAPSED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,6

Brief of Accident

File No. - 2165 4/16/87 NANTUCKET, MA A/C Reg. No. N40395 Time (Lcl) - 2208 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	3

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

-----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
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 250 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- UNK/NR
Visibility - 1.000 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - 200 FT OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TETERBORO, NJ
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ILS-COMPLETE

Airport Proximity
ON AIRPORT

Airport Data

NANTUCKET
Runway Ident - 24
Runway Lth/Wid - 6303/ 150
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND, ME LAND

Age - 25

Biennial Flight Review
Current - YES
Months Since - 8
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 610	Last 24 Hrs	- 2
Make/Model-	320	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	37
Multi-Eng -	325	Rotorcraft -	UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PIPER PA-23-250 ATTEMPTED A GO-AROUND AFTER CROSSING THE THRESHOLD AND OBSERVING THE RUNWAY LIGHTS WERE NOT ON DURING A NIGHT INSTRUMENT APPROACH. THE PILOT REPORTED THAT HE ADDED FULL POWER AND RETRACTED THE WING FLAPS. THE PROCEDURE IN THE PIPER MANUAL IS TO ADD FULL POWER, RETRACT THE LANDING GEAR, AND THEN SLOWLY RETRACT THE WING FLAPS. THE AIRCRAFT MADE GROUND CONTACT WITH THE LANDING GEAR STILL EXTENDED AND IT PASSED THROUGH A DRAINAGE DITCH.

Brief of Accident (Continued)

File No. - 2165

4/16/87

NANTUCKET,MA

A/C Reg. No. N40395

Time (Lcl) - 2208 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. AIRPORT FACILITIES, RUNWAY EDGE LIGHTS - INOPERATIVE
4. GO-AROUND - IMPROPER - PILOT IN COMMAND
5. RAISING OF FLAPS - IMPROPER - PILOT IN COMMAND
6. STALL - UNCONTROLLED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

7. TERRAIN CONDITION - DITCH

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,6

Brief of Accident

File No. - 2002

6/24/87

SOUTHBRIDGE, MA

A/C Reg. No. N4348T

Time (Lcl) - 1115 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	4
0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-34
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4570
No. of Seats - 7

Eng Make/Model - CONTINENTAL TS10-360
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 220 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
JACKMAN, ME
Destination
SOUTHBRIDGE, MA

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - TRAFFIC PATTERN
FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

SOUTHBRIDGE
Runway Ident - 02
Runway Lth/Wid - 3500/ 75
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE
ME LAND, SE SEA
HELICOPTER

Age - 48

Biennial Flight Review

Current - YES
Months Since - 18
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3100	Last 24 Hrs -	1
Make/Model-	300	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	18
Multi-Eng -	940		

Instrument Rating(s) - NONE

-----Narrative-----

DURING LANDING ROLL, A FAILURE OF A TIRE TUBE CAUSED A FLAT TIRE AND CONTROL OF THE AIRCRAFT WAS LOST. WHEN THE TIRE WAS DISMANTLED, THE INNER TUBE WAS FOUND TO BE DEFECTIVE AT THE JOINT SEAM. TOTAL TIME ON THE ACFT AND TIRE WAS 407 HRS. THE ACFT HAD A 100 HR INSPECTION 53 HOURS PRIOR TO THE FAILURE.

Brief of Accident (Continued)

File No. - 2002

6/24/87

SOUTHBRIDGE,MA

A/C Reg. No. N4348T

Time (Lcl) - 1115 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - ROLL

Finding(s)

1. LANDING GEAR,TIRE - PREVIOUS DAMAGE
 2. LANDING GEAR,TIRE - FAILURE,TOTAL
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2031

7/22/87

BEDFORD, MA

A/C Reg. No. N8384F

Time (Lcl) - 1118 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries				
		Fatal	Serious	Minor	None	
Type of Operation	-PERSONAL					
Flight Conducted Under	-14 CFR 91					
Accident Occurred During	-LANDING					
		Crew	0	0	1	0
		Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - HUGHES 369D
Landing Gear - SKID
Max Gross Wt - 2100
No. of Seats - 4

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- 130/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 1500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
BEDFORD, MA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HANSCOME FIELD
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND
HELICOPTER

Age - 35
Biennial Flight Review
Current - YES
Months Since - 3
Aircraft Type - 369E

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

		Flight Time (Hours)	
Total	- 4633	Last 24 Hrs	- 4
Make/Model-	2000	Last 30 Days-	UNK/NR
Instrument-	0	Last 90 Days-	192
Multi-Eng -	47	Rotorcraft -	3607

Instrument Rating(s) - NONE

-----Narrative-----

DURING A PRACTICE AUTOROTATION WITH POWER RECOVERY, THE ROTOR RPM BLED OFF. DIRECTIONAL CONTROL WAS LOST AND THE HELICOPTER TURNED SEVERAL TIMES BEFORE HITTING THE GROUND. THE HELICOPTER ROLLED TO THE LEFT AND CAME TO REST ON ITS SIDE.

Brief of Accident (Continued)

File No. - 2031

7/22/87

BEDFORD, MA

A/C Reg. No. N8384F

Time (Lcl) - 1118 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation LANDING

Finding(s)

1. AUTOROTATION - PERFORMED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING

Finding(s)

2. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 3. ROTOR RPM - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ROLL OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Brief of Accident

File No. - 2083

8/04/87

N. ANDOVER, MA

A/C Reg. No. N8363H

Time (Lcl) - 0945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	2
0	0	0	0

Type of Operation - INSTRUCTIONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - LANDING

Fire

Crew

Pass

NONE

-----Aircraft Information-----

Make/Model - PIPER PA-28-161

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2150

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D3G

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 340/005 KTS

Visibility - UNK/NR

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

LAWRENCE, MA

Destination

SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - FORCED LANDING

Airport Proximity

ON AIRPORT

Airport Data

LAWRENCE MEM.

Runway Ident - 32

Runway Lth/Wid - 3900/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, CFI

SE LAND, ME LAND

Age - 41

Biennial Flight Review

Current - YES

Months Since - 6

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 805 Last 24 Hrs - 2

Make/Model- 99 Last 30 Days- UNK/NR

Instrument- 120 Last 90 Days- 135

Multi-Eng - 20

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT LOST POWER SHORTLY AFTER TAKEOFF. THE INSTRUCTOR PILOT TOOK CONTROL AND DUE TO THE LACK OF ALTITUDE DECIDED TO LAND THE ACFT STRAIGHT AHEAD. THE AIRCRAFT WAS LANDED ON THE GRASS BESIDE THE RUNWAY. TEARDOWN OF THE ENGINE REVEALED A STUCK VALVE. THE VALVE HAD BEEN STRUCK BY THE PISTON AND HAD BROKEN INTO SEVERAL PIECES WHICH ENTERED THE EXHAUST SYSTEM.

Brief of Accident (Continued)

File No. - 2083

8/04/87

N. ANDOVER, MA

A/C Reg. No. N8363H

Time (Lcl) - 0945 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. ENGINE ASSEMBLY, VALVE, EXHAUST - SEIZED
 2. ENGINE ASSEMBLY, VALVE, EXHAUST - DISINTEGRATED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2157 9/11/87 BOXBOROUGH,MA A/C Reg. No. N25223 Time (Lcl) - 2220 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

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235-L2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed- 120/008 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 900 FT OVERCAST
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LEWISTON,ME
Destination
STOW,MA

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - VOR/DME

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

MINUTE MAN
Runway Ident - 21
Runway Lth/Wid - 2770/ 50
Runway Surface - ASPHALT
Runway Status - WET

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL,CFI
SE LAND

Age - 40
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 1000
Make/Model-	UNK/NR
Instrument-	UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 3
Last 30 Days-	7
Last 90 Days-	45
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE IFR FLIGHT FROM AUBURN-LEWISTON, MAINE TO THE MANCHESTER, NEW HAMPSHIRE VORTAC FACILITY WAS WITHOUT INCIDENT. BOSTON CENTER CLEARED THE FLIGHT FOR THE VOR/DME INSTRUMENT APPROACH PROCEDURE TO RUNWAY 21 AT THE UNCONTROLLED STOW/MINUTE MAN AIRPORT, STOW, MASSACHUSETTS. WITNESSES RESIDING BETWEEN EGORE, THE FINAL APPROACH FIX, AND THE AIRPORT, HEARD THE ENGINE REV UP TO A HIGH POWER SETTING MOMENTS BEFORE THE AIRCRAFT CRASHED THROUGH TREES AND POWERLINES. THEREAFTER, THE AIRCRAFT NOSED INTO AN ASPHALT ROADWAY AND CAME TO REST IN A BALL OF FIRE AT A POINT ABOUT 2.75 MILES SHORT OF THE RUNWAY THRESHOLD.

Brief of Accident (Continued)

File No. - 2157

9/11/87

BOXBOROUGH,MA

A/C Reg. No. N25223

Time (Lc1) - 2220 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

1. IFR PROCEDURE - IMPROPER - PILOT IN COMMAND
 2. DESCENT - PREMATURE - PILOT IN COMMAND
 3. OBJECT - TREE(S)
 4. OBJECT - WIRE, TRANSMISSION
 5. LIGHT CONDITION - DARK NIGHT
 6. WEATHER CONDITION - FOG
-

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) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2108 3/07/87 EDGEWOOD, MD A/C Reg. No. N112BB Time (Lcl) - 1256 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
		DESTROYED		Fatal	Serious	Minor	None
Type of Operation	-PERSONAL	Fire	Crew	1	0	0	0
Flight Conducted Under	-14 CFR 91	ON GROUND	Pass	1	0	0	0
Accident Occurred During	-DESCENT						

-----Aircraft Information-----

Make/Model	- ROCKWELL COMMANDER 112	Eng Make/Model	- LYCOMING IO-360-C1D6	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2950	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 200 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	SAME AS ACC/INC	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	LOCAL	WIEDE AAF
Wind Dir/Speed	- 270/010 KTS	ATC/Airspace	Runway Ident
Visibility	- 15.0 SM	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- CLEAR	Type of Clearance	- N/A
Lowest Ceiling	- NONE	Type Apch/Lndg	- FORCED LANDING
Obstructions to Vision	- NONE		Runway Status
Precipitation	- NONE		- N/A
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 65	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current	- UNK/NR	Total - 459
SE LAND	Months Since	- UNK/NR	Make/Model - 50
	Aircraft Type	- UNK/NR	Instrument - 8
			Last 24 Hrs - UNK/NR
			Last 30 Days - 2
			Last 90 Days - 5

Instrument Rating(s) - NONE

-----Narrative-----

ON THE DAY OF THE ACCIDENT AND BEFORE THE ACCIDENT FLIGHT, THE INLET FUEL HOSE TO THE FUEL FLOW DIVIDER WAS REPLACED. THE HOSE ASSEMBLY WAS FABRICATED BY MAINT PERSONNEL. AN INSPECTION FLIGHT AFTERWARDS REVEALED ENGINE ROUGHNESS DURING FUEL MIXTURE LEANING. AFTER THE INSPECTION FLIGHT, IT WAS CONCLUDED THAT FUEL FLOW WAS INADEQUATE AND THE FUEL INJECTOR NOZZLES WERE CLEANED. A SECOND INSPECTION FLIGHT REVEALED SATISFACTORY OPERATION DURING FUEL MIXTURE LEANING AND THE ACFT WAS RETURNED TO SERVICE. ENGINE POWER LOSS OCCURRED SHORTLY AFTER TKOF WHEN THE ACFT WAS CLIMBING TO CRUISE ALTITUDE. A LOSS OF CONTROL OCCURRED ON THE ACFT FLT, AS THE PLT WAS ATTEMPTING A LANDING IN AN OPEN AREA ALONGSIDE RR TRACKS. THE ACFT ERUPTED IN FIRE AFTER GROUND IMPACT. EXAMINATION OF THE ACFT REVEALED PIECES OF RUBBER INSIDE THE FUEL FLOW DIVIDER.

Brief of Accident (Continued)

File No. - 2108

3/07/87

EDGEWOOD,MD

A/C Reg. No. N112BB

Time (Lc1) - 1256 EST

Occurrence #1 LOSS OF POWER
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. FUEL SYSTEM,LINE - BLOCKED(PARTIAL)
2. MAINTENANCE,MODIFICATION - INADEQUATE - OTHER MAINTENANCE PSNL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2107 5/17/87 ELKTON, MD

A/C Reg. No. N714FZ

Time (Lcl) - 1930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 150M
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1600
No. of Seats - 2

Eng Make/Model - CONTINENTAL O-200-A48B
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 220/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ELKTON, MD
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 39
Biennial Flight Review
Current - YES
Months Since - 24
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 3842	Last 24 Hrs	- UNK/NR
Make/Model	- 232	Last 30 Days	- UNK/NR
Instrument	- UNK/NR	Last 90 Days	- UNK/NR
Multi-Eng	- 1854	Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FLYING AT LOW ALTITUDE OVER AN AREA OF OPEN FIELDS WHEN ACCORDING TO WITNESSES THE ACFT ABRUPTLY PITCHED DOWN AND DESCENDED TO THE GROUND. SOME WITNESSES STATED THEY HEARD THE ENGINE OPERATING THROUGHOUT THE DESCENT WHILE OTHER WITNESSES REPORTED NO ENGINE SOUNDS. THE PLT STATED BEFORE THE FLIGHT THAT HE WAS GOING TO DO SOME PRACTICE FLYING. THE ACCIDENT OCCURRED AT A PRACTICE AREA. EXAMINATION OF THE ACFT DID NOT DISCLOSE EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 2107

5/17/87

ELKTON, MD

A/C Reg. No. N714FZ

Time (Lcl) - 1930 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - NOT CORRECTED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2113

8/02/87

WHITEMARSH, MD

A/C Reg. No. N54905

Time (Lcl) - 1725 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

Fatal

Injuries

Serious

Minor

None

Type of Operation - PERSONAL

Flight Conducted Under - 14 CFR 91

Accident Occurred During - APPROACH

Fire

Crew

0

0

1

0

NONE

Pass

0

0

1

0

-----Aircraft Information-----

Make/Model - CESSNA 172P

Landing Gear - TRICYCLE-FIXED

Max Gross Wt - 2400

No. of Seats - 4

Eng Make/Model - LYCOMING O-320-D2J

Number Engines - 1

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 160 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 180/010 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - CLEAR

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

ST. MICHAELS, MD

Destination

WHITEMARSH, MD

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

GO AROUND

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BALTIMORE AIRPARK

Runway Ident - 09

Runway Lth/Wid - 2200/ 50

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 49

Biennial Flight Review

Current - YES

Months Since - 14

Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 250

Make/Model- 241

Instrument- 3

Last 24 Hrs - 1

Last 30 Days- UNK/NR

Last 90 Days- 20

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT HE TOUCHED DOWN NEAR THE END OF THE 2200 FOOT RUNWAY. HOWEVER, WITNESSES SAID HE LANDED SO FAR DOWN THE RUNWAY THAT THEY DID NOT BELIEVE HE COULD STOP ON THE RUNWAY. THE PILOT DELAYED HIS GO AROUND ATTEMPT TO THE POINT WHERE IT WAS NOT POSSIBLE TO ACCELERATE TO A SAFE FLYING SPEED BEFORE LIFTOFF. A LOSS OF CONTROL OCCURED AFTER THE AIRCRAFT COLLIDED WITH THE STATIC LINE ABOVE HIGH TENSION LINES WHILE THE PILOT WAS ATTEMPTING TO GAIN AIRSPEED WITH THE STALL WARNING HORN SOUNDING.

Brief of Accident (Continued)

File No. - 2113

8/02/87

WHITEMARSH,MD

A/C Reg. No. N54905

Time (Lc1) - 1725 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation GO-AROUND (VFR)

Finding(s)

1. OBJECT - WIRE,STATIC
 2. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
 3. GO-AROUND - DELAYED - PILOT IN COMMAND
 4. AIRSPEED - NOT ATTAINED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation GO-AROUND (VFR)

-----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. - 2133 10/16/87 INDIAN HEAD, MD A/C Reg. No. N9WB Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	DESTROYED	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 1	0	0	0
Accident Occurred During	-UNKNOWN	NONE	Pass 0	0	0	0

-----Aircraft Information-----

Make/Model	- CESSNA 172H	Eng Make/Model	- CONTINENTAL O-300	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2150	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 145 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing	Last Departure Point	OFF AIRPORT/STRIP
Method	CLINTON, MD	
Completeness	Destination	Airport Data
Basic Weather	LOCAL	
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- N/A
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- N/A
Obstructions to Vision	Type of Clearance	- N/A
Precipitation	- NONE	Runway Status
Condition of Light	Type Apch/Lndg	- N/A

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- NO MEDICAL
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
NONE	Current	- N/A	Total - 0
	Months Since	- N/A	Make/Model - 0
	Aircraft Type	- N/A	Instrument - 0
			Last 24 Hrs - 0
			Last 30 Days - 0
			Last 90 Days - 0

Instrument Rating(s) - NONE

-----Narrative-----

THE NON-CERTIFICATED PLT TOOK THE ACFT WITHOUT PROPER AUTHORITY. A NOTE WAS FOUND IN HIS AUTOMOBILE THAT SHOWED HE INTENDED TO COMMIT SUICIDE. A REVOLVER WAS FOUND AT THE CRASH SCENE WITH A SPENT CARTRIDGE UNDER THE HAMMER. POSTMORTEM STUDIES SHOWED THE PILOT DIED FROM A GUNSHOT TO THE HEAD. A TOXICOLOGY CHECK SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.11%.

Brief of Accident (Continued)

File No. - 2133

10/16/87

INDIAN HEAD, MD

A/C Reg. No. N9WB

Time (Lc1) - 1100 EDT

Occurrence #1 MISCELLANEOUS/OTHER

Phase of Operation UNKNOWN

Finding(s)

1. SUICIDE - PERFORMED - UNQUALIFIED PERSON
2. STOLEN AIRCRAFT/UNAUTHORIZED USE - PERFORMED - UNQUALIFIED PERSON
3. PHYSICAL IMPAIRMENT(ALCOHOL) - UNQUALIFIED PERSON

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

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2087 2/07/87 UTICA, MI

A/C Reg. No. N7088Q

Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Fire	Crew	0	0	0	1
NONE	Pass	0	0	0	1

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - CESSNA 182P
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2950
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 - FSS
Method - UNK/NR
Completeness - WEATHER NOT PERTINENT
Basic Weather - VMC
Wind Dir/Speed- 270/006 KTS
Visibility - 6.0 SM
Lowest Sky/Clouds - 15000 FT SCATTERED
Lowest Ceiling - 25000 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FRASER, MI
Destination
PORT HURON, MI

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BERZ-MACOMB
Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND, ME LAND

Age - 26
Biennial Flight Review
Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total - 1800	Last 24 Hrs - 5
Make/Model- 30	Last 30 Days- UNK/NR
Instrument- 103	Last 90 Days- 80
Multi-Eng - 400	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT EXPERIENCED A LOSS OF POWER TO 900 RPM SHORTLY AFTER TAKEOFF. THE PLT HAD CLIMBED TO 2000 FT AND REDUCED POWER. WHEN THE RPM DROPPED TO 900 RPM HE APPLIED CARB HEAT TO NO AVAIL. THE ACFT WAS LANDED IN A FIELD 6 MILES NORTH OF THE DEPARTURE ARPT. ENGINE INVESTIGATION AFTER ACCIDENT REVEALED WATER AND DEBRIS IN STRAINER AND CARBURETOR BOWL. FRESH FUEL WAS PUT IN SYSTEM AND ENGINE RAN PROPERLY. THE ACFT HAD NOT BEEN FLOWN RECENTLY.

Brief of Accident (Continued)

File No. - 2087

2/07/87

UTICA,MI

A/C Reg. No. N7088Q

Time (Lcl) - 0930 EST

Occurrence #1 LOSS OF POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID,FUEL - CONTAMINATION
2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
3. FLUID,FUEL - WATER

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2041 7/03/87 BENTON HARBOR, MI A/C Reg. No. N7681J Time (Lcl) - 1435 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	DESTROYED		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	1	0	0
Accident Occurred During	-LANDING	NONE	Pass	0	2	0	0

-----Aircraft Information-----

Make/Model	- PIPER PA-28R-180	Eng Make/Model	- LYCOMING IO-360	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2500	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 4	Rated Power	- 180 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP	
Method	- N/A	BENTON HARBOR, MI		
Completeness	- N/A	Destination	Airport Data	
Basic Weather	- VMC	LOCAL		
Wind Dir/Speed	- 260/008 KTS		Runway Ident	- N/A
Visibility	- 7.0 SM	ATC/Airspace	Runway Lth/Wid	- N/A
Lowest Sky/Clouds	- UNK/NR SCATTERED	Type of Flight Plan	Runway Surface	- DIRT
Lowest Ceiling	- NONE	Type of Clearance	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg		
Precipitation	- NONE			
Condition of Light	- DAYLIGHT			

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 904
SE LAND, ME LAND, SE SEA	Months Since - 15	Make/Model	- 49
GLIDER	Aircraft Type - UNK/NR	Instrument	- 94
		Multi-Eng	- 3
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 52

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE THE AIRCRAFT WAS CLIMBING TO ALTITUDE THE PILOT TRIED TO DECREASE POWER TO CRUISE CLIMB BUT HAD TO REDUCE POWER MORE TO CONTROL THE PROPELLER RPM. THE PILOT DECREASED THE POWER ONCE AGAIN AND SHORTLY AFTER THE ENGINE STOPPED. THE PILOT THEN ATTEMPTED TO MAKE AN EMERGENCY LANDING IN A SOCCER FIELD. DURING THE LANDING ROLL DIRECTIONAL CONTROL WAS NOT MAINTAINED AND THE AIRCRAFT STRUCK A TREE, THEN TWO TELEPHONE POLES AND FINALLY CAME TO REST AGAINST A PARKED VEHICLE. POST ACC EXAM OF THE ENGINE REVEALED A FAILURE OF THE CONNECTING ROD BEARINGS ON CYLINDERS #3 & 4. NO REASON FOR THE LACK OF PROP CONTROL WAS FOUND.

Brief of Accident (Continued)

File No. - 2041

7/03/87

BENTON HARBOR, MI

A/C Reg. No. N7681J

Time (Lcl) - 1435 EDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CLIMB - TO CRUISE

Finding(s)

1. ENGINE ASSEMBLY, BEARING - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

2. OBJECT - TREE(S)
3. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - UTILITY POLE
5. OBJECT - VEHICLE

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2161 6/03/87 DAYTON,MN A/C Reg. No. N128B Time (Lcl) - 1020 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - BELL 47G
Landing Gear - SKID
Max Gross Wt - 2850
No. of Seats - 2

Eng Make/Model - FRANKLIN 6V-350-A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 235 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 320/015 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - 5000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ANOKA,MN
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE,COMMERCIAL
SE LAND
HELICOPTER

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	- 4050	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-----

AIRCRAFT COLLIDED WITH TERRAIN AFTER TAILBOOM STRUCTURE FAILED BECAUSE OF INTERNAL CORROSION. THE AIRCRAFT WAS NOT REGISTERED AT THE TIME OF THE ACCIDENT AND THE PILOT/OPERATOR FAILED TO ASSURE THAT PROPER OR TIMELY PREVENTIVE MAINTENANCE WAS PERFORMED ON THE AIRCRAFT.

Brief of Accident (Continued)

File No. - 2161

6/03/87

DAYTON, MN

A/C Reg. No. N128B

Time (Lcl) - 1020 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CRUISE

Finding(s)

1. MISC ROTORCRAFT, TAIL BOOM - CORRODED
 2. MAINTENANCE - NOT PERFORMED - COMPANY/OPERATOR MGMT
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2193 10/20/87 BROWNTON, MN A/C Reg. No. N57DS Time (Lcl) - 0130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0
Accident Occurred During -DESCENT			3	0	0

-----Aircraft Information-----

Make/Model - CESSNA 310	Eng Make/Model - CONTINENTAL O-470M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 4600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 5	Rated Power - 240 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	OGALLALA, NE	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CRYSTAL CITY, MN	Runway Ident - N/A
Wind Dir/Speed- 280/014 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 1000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - 1500 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- UNK/NR		
Precipitation - UNK/NR		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 38	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 539
ME LAND, SE SEA	Months Since - 8	Make/Model- 79
HELICOPTER	Aircraft Type - C-310	Instrument- 12
		Multi-Eng - 110
		Last 24 Hrs - UNK/NR
		Last 30 Days- 29
		Last 90 Days- 42
		Rotorcraft - 71

Instrument Rating(s) - NONE

-----Narrative-----

ACFT CRASHED IN OPEN FARM FIELD DURING NIGHT DARK CONDITIONS WITNESS HEARD LOUD ROAR OF ENGS THEN A HARD DULL THUD AND THEN SILENCE. ANGLE OF IMPACT WAS NEAR VERTICAL. ENGS WERE BURIED 8FT AND DIST OF WRECKAGE WAS CONFINED TO WITHIN THE DIMENSIONS OF ACFT. PLT GIVEN PIREP ON FLT TO OGALLALA ADVISING OF TURB AND RIME ICE. NO RADIO CONTACT OR WEATHER UPDATE REQUEST ON FLT BACK TO CRYSTAL CITY. THE WX AT THE ACC SITE WAS UNKNOWN EXCEPT FOR A RESIDENT NEAR THE SITE WHO SAID IT WAS COLD BUT NOT RAINING WHEN SHE HEARD THE SOUND OF THE ACFT AND THE THUD OF WHAT SHE BELIEVED WAS THE ACFT CRASHING. THE FSS AT REDWOOD FALLS, MN, ABOUT 36 NM FROM THE ACC SITE, REPORTED AT 0100 CDT OBS 1000 FT. SCATTERED, 1500 FT OVERCAST AND 12 MILES VISIBILITY.

Brief of Accident (Continued)

File No. - 2193

10/20/87

BROWNTON, MN

A/C Reg. No. N57DS

Time (Lcl) - 0130 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. LACK OF TOTAL INSTRUMENT TIME - PILOT IN COMMAND
2. AIRCRAFT CONTROL - NOT MAINTAINED - PILOT IN COMMAND
3. LIGHT CONDITION - DARK NIGHT

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

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 2187 4/29/87 NEELYVILLE, MO A/C Reg. No. N44213 Time (Lc1) - 1730 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	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-E3D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 220/013 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 25000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - 36

Runway Lth/Wid - 1425/ 100

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

STUDENT

Age - 56

Biennial Flight Review

Current - N/A

Months Since - N/A

Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 200

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES STATED THAT THE P.I.C. HAD ABORTED SEVERAL TAKEOFF ATTEMPTS WHILE TRYING TO DEPART TO THE NORTH--THE WINDS WERE ORIGINATING FROM THE SOUTHWEST AT APPROXIMATELY 5 MPH. THE AIRCRAFT EVENTUALLY DEPARTED FROM, AND ALMOST USED THE FULL LENGTH OF, RUNWAY 36. IT THEN BROKE GROUND AND CLIMBED STEEPLY TO AVOID THE TREES--BUT TO NO AVAIL--ACCORDING TO WITNESSES. THE RIGHT WING SHEARED OFF AS THE AIRCRAFT CAREENED THROUGH THE WOODS BEFORE EXPLODING AND BURNING AS IT CAME TO REST. THE PILOT AND HIS PASSENGER WERE FOUND SERIOUSLY INJURED OUTSIDE THE WRECKAGE, BUT THE ALMOST IMMEDIATE EXPLOSION/CONFLAGRATION PRECLUDED THEIR TIMELY RESCUE BY CFR PERSONNEL. SAMPLES OF AUTO GAS WERE FOUND IN THE POWERPLANT; NO RECORD OF AN FAA-APPROVED STC FOR THE USE OF AUTOMOTIVE FUEL COULD BE PRODUCED. ACCORDING TO EVIDENCE GATHERED AT THE SCENE, THE ENGINE WAS PRODUCING POWER AT THE MOMENT OF INITIAL IMPACT.

Brief of Accident (Continued)

File No. - 2187

4/29/87

NEELYVILLE,MO

A/C Reg. No. N44213

Time (Lc1) - 1730 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. IMPROPER DECISION,COMPLACENCY - PILOT IN COMMAND
4. WEATHER CONDITION - TAILWIND
5. WIND INFORMATION - DISREGARDED - PILOT IN COMMAND
6. IMPROPER DECISION,OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
7. PERFORMANCE DATA - NOT FOLLOWED - PILOT IN COMMAND
8. WRONG RUNWAY - SELECTED - 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) 5,8

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,6,7

Brief of Accident

File No. - 2156 11/01/87 SWEET SPRINGS, MO A/C Reg. No. N46094 Time (Lcl) - 1910 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	3	
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 172	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 - 2300	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BLOOMINGTON, IN	
Completeness - FULL	Destination	Airport Data
Basic Weather - VMC	GRAIN VALLEY, MO	Runway Ident - N/A
Wind Dir/Speed- 160/011 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - 10000 FT OVERCAST	Type Apch/Lndg - FORCED LANDING	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 34	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 77
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 6
	Aircraft Type - UNK/NR	Make/Model- 22
		Instrument- 8
		Last 30 Days- UNK/NR
		Last 90 Days- 45

Instrument Rating(s) - NONE

-----Narrative-----

DURING A NIGHT CROSS COUNTRY FLIGHT AN EMERGENCY LDG WAS MADE DUE TO COMPLETE POWER FAILURE. PIC SAID HE FAILED TO VISUALLY CHECK FUEL SUPPLY BEFORE DEPARTURE, AND ALSO FAILED TO CHECK WINDS ALOFT, WHICH WERE QUARTERING HEADWINDS, OF TWENTY FIVE KNOTS. POST ACCIDENT INSPECTION REVEALED MINIMAL FUEL, AND NO MECHANICAL COMPONENT FAILURE.

Brief of Accident (Continued)

File No. - 2156

11/01/87

SWEET SPRINGS, MO

A/C Reg. No. N46094

Time (Lcl) - 1910 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. FLUID, FUEL - EXHAUSTION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

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

Brief of Accident

File No. - 2064 11/05/87 BONNE TERRE,MO A/C Reg. No. N8303Y Time (Lcl) - 0420 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL

Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	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-DG3
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 - IN PERSON
Completeness - FULL
Basic Weather - VMC

Wind Dir/Speed- 320/008 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
WETUMPKA,AL
Destination
ST. LOUIS,MO

ATC/Airspace

Type of Flight Plan - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

BONNE TERRE
Runway Ident - 32
Runway Lth/Wid - 2800/ 50
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 - 2
Aircraft Type - C-172

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 152	Last 24 Hrs	- 5
Make/Model-	109	Last 30 Days-	UNK/NR
Instrument-	3	Last 90 Days-	16

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPRTD THE ENG LOST PWR FM FUEL EXHAUSTION AS HE WAS CRUISING AT NGT ON A X-COUNTRY FLT AT 6500' MSL. HE DECLARED AN EMERG WITH ST LOUIS APCH & REQD VECTORS TO THE NEAREST ARPT. THE CONTROLLER (CTLR) PROVIDED VECTORS TO THE BONNE TERRE ARPT WHICH WAS ABOUT 7 MI AWAY, BUT IT HAD NEITHER RWY LGTS NOR A ROTATING BEACON. THE PLT WAS UNABLE TO LOCATE THE ARPT & ELECTED TO MAKE A NGT LNDG ON A ROADWAY. AS HE WAS LNDG, THERE WAS A LEFT CURVE IN THE ROADWAY. WHILE LNDG IN A LEFT BANK OVER THE CURVED ROAD, THE LEFT WING CONTACTED THE GND & THE ACFT GND LOOPED & WAS DAMAGED. THE ACDNT OCCURRED ABOUT 1 MI FM THE UNLIGHTED ARPT. AN INVESTIGATION REVEALED THERE WAS A LIGHTED ARPT ABOUT THE SAME DISTANCE FM WHERE THE ENG LOST POWER. THE PLT STATED THAT DRG A PREFLT, HE NOTED THE FUEL WAS AT/NEAR THE BOTTOM OF THE SLEEVES (TABS). HE THOUGHT THE TANKS WERE INSIDE THE WING SKIN & THAT THE TABS REPRESENTED A FULL FUEL LVL, WHEN ACTUALLY THE FUEL TANKS WERE ABOUT 1-1/2 INCH BELOW THE FULL LVL. ALSO, HE SAID HE ENCOUNTERED UNEXPECTED HEADWINDS DRG THE FLT.

Brief of Accident (Continued)

File No. - 2064

11/05/87

BONNE TERRE, MO

A/C Reg. No. N8303Y

Time (Lcl) - 0420 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE

Finding(s)

1. PLANNING-DECISION - IMPROPER - PILOT IN COMMAND
2. LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. WEATHER CONDITION - UNFAVORABLE WIND
4. FLUID, FUEL - EXHAUSTION
5. FUEL SUPPLY - INADEQUATE - PILOT IN COMMAND

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

6. LIGHT CONDITION - NIGHT
7. COMMUNICATIONS/INFORMATION/ATC - INADEQUATE - ATC PERSONNEL(DEP/APCH)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4,5

Factor(s) relating to this accident is/are finding(s) 2,3,6

Brief of Accident

File No. - 2035 10/31/87 BROOKHAVEN, MS A/C Reg. No. N640B Time (Lcl) - 0738 CST

-----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

	Injuries			
	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH C-55
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 5300
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520C
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - UNK/NR
Basic Weather - IMC
Wind Dir/Speed- CALM
Visibility - .500 SM
Lowest Sky/Clouds - N/A
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
FLIPPIN, AR
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

LINCOLN COUNTY
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

Age - 62
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2500
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE TWIN ENGINE AIRCRAFT LANDED WITH VIS 1/2 MILE IN FOG AND REALIZED HE HAD LANDED LONG. HE EXECUTED A GO-AROUND AND ON THE SECOND LANDING FORGOT TO LOWER THE LANDING GEAR. THE PROPELLERS STUCK THE RUNWAY AND SEVERELY DAMAGED ONE PROPELLER. HE ATTEMPTED ANOTHER GO-AROUND AND STALLED THE AIRCRAFT AND CRASHED.

Brief of Accident (Continued)

File No. - 2035

10/31/87

BROOKHAVEN,MS

A/C Reg. No. N640B

Time (Lcl) - 0738 CST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
1. GEAR DOWN AND LOCKED - NOT SELECTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Occurrence #3 LOSS OF CONTROL - IN FLIGHT
Phase of Operation GO-AROUND (VFR)

Finding(s)
2. PROPELLER SYSTEM/ACCESSORIES,PITCH CHANGE MECH - FAILURE,PARTIAL
3. IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
4. AIRSPEED(VMC) - NOT ATTAINED - PILOT IN COMMAND

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,3,4

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2075 12/09/87 NATCHEZ, MS A/C Reg. No. N24JE Time (Lcl) - 1430 CST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-AEROVATION, INC.	SUBSTANTIAL				
Type of Operation	-NON SCHED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-CRUISE		Other	0	0	0

-----Aircraft Information-----

Make/Model	- BEECH E-18S	Eng Make/Model	- P & W R985	ELT Installed/Activated	- YES/NO
Landing Gear	- TAILWHEEL-ALL RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
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 - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	NEW ORLEANS, LA	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LITTLE ROCK, AR	Runway Ident - N/A
Wind Dir/Speed - 310/005 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 20000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision - NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 56	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP	Current - YES	Total - 7051
SE LAND, ME LAND	Months Since - 2	Make/Model - 3736
	Aircraft Type - UNK/NR	Instrument - 640
		Multi-Eng - 4813
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 317

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE TWO ACFT WERE REGISTERED TO THE SAME PERSON & THE PILOTS WERE FRIENDS OF EACH OTHER. THE ACFT DEPARTED FROM THE SAME AIRPORT AT ABOUT THE SAME TIME & WERE BOUND FOR THE SAME DESTINATION ON AN IFR FLT PLAN, N24JE AT 8000 FT, N492DM AT 4000 FT. LATER BOTH CANCELLED IFR & PROCEEDED VISUALLY. THE PLTS WERE IN TWO WAY RADIO CONTACT WITH EACH OTHER & AGREED TO EACH ADJUST THEIR ALT TO 6500 FT. THEY MAINTAINED VISUAL SEPARATION FROM EACH OTHER ABOUT 1 MI ABREAST. THEY STATED THAT THEY LOST VISUAL CONTACT WITH EACH OTHER SHORTLY THEREAFTER. THE PLT OF N24JE STATED THAT HE NEXT SAW THE OTHER ACFT AHEAD & TO HIS RIGHT & HE BANKED HARD TO THE LEFT IN ORDER TO AVOID A COLLISION, BUT HE WAS UNABLE TO DO SO. THE RIGHT LEADING EDGE OF THE WING OF N24JE STRUCK THE TRAILING EDGE OF THE LEFT WING OF N492DM. BOTH ACFT WERE ABLE TO LAND SAFELY & DENIED THEY WERE FLYING OR ATTEMPTING TO FLY FORMATION WITH EACH OTHER.

Brief of Accident (Continued)

File No. - 2075

12/09/87

NATCHEZ, MS

A/C Reg. No. N24JE

Time (Lc1) - 1430 CST

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2075 12/09/87 NATCHEZ,MS A/C Reg. No. N492DM Time (Lcl) - 1430 CST

-----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
Other	0	0	0	0	1

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Fire
NONE

-----Aircraft Information-----

Make/Model - BEECH C-45H
Landing Gear - TAILWHEEL-ALL RETRACTABLE
Max Gross Wt - 9300
No. of Seats - UNK/NR

Eng Make/Model - P & W R985
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 450 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 310/005 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 20000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

NEW ORLEANS,LA

Destination

LITTLE ROCK,AR

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - N/A

Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND,ME LAND

Age - 50

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 5000

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 TWO ACFT WERE REGISTERED TO THE SAME PERSON & THE PILOTS WERE FRIENDS OF EACH OTHER. THE ACFT DEPARTED FROM THE SAME AIRPORT AT ABOUT THE SAME TIME & WERE BOUND FOR THE SAME DESTINATION ON AN IFR FLT PLAN, N24JE AT 8000 FT, N492DM AT 4000 FT. LATER BOTH CANCELLED IFR & PROCEEDED VISUALLY. THE PLTS WERE IN TWO WAY RADIO CONTACT WITH EACH OTHER & AGREED TO EACH ADJUST THEIR ALT TO 6500 FT. THEY MAINTAINED VISUAL SEPARATION FROM EACH OTHER ABOUT 1 MI ABREST. THEY STATED THAT THEY LOST VISUAL CONTACT WITH EACH OTHER SHORTLY THEREAFTER. THE PLT OF N24JE STATED THAT HE NEXT SAW THE OTHER ACFT AHEAD & TO HIS RIGHT & HE BANKED HARD TO THE LEFT IN ORDER TO AVOID A COLLISION, BUT HE WAS UNABLE TO DO SO. THE RIGHT LEADING EDGE OF THE WING OF N24JE STRUCK THE TRAILING EDGE OF THE LEFT WING OF N492DM. BOTH ACFT WERE ABLE TO LAND SAFELY & DENIED THEY WERE FLYING OR ATTEMPTING TO FLY FORMATION WITH EACH OTHER.

Brief of Accident (Continued)

File No. - 2075

12/09/87

NATCHEZ,MS

A/C Reg. No. N492DM

Time (Lc1) - 1430 CST

Occurrence #1 MIDAIR COLLISION

Phase of Operation CRUISE - NORMAL

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2093 12/09/87 COLUMBUS,MS

A/C Reg. No. N232AS

Time (Lcl) - 2330 CST

-----Basic Information-----

Type Operating Certificate-COMMUTER

Aircraft Damage
SUBSTANTIAL

Injuries				
Fatal	Serious	Minor	None	
Crew 0	0	0	2	
Pass 0	0	0	0	

Type of Operation -INSTRUCTIONAL

Flight Conducted Under -14 CFR 91

Fire

NONE

Accident Occurred During -LANDING

-----Aircraft Information-----

Make/Model - EMBRAER EMB 120

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 25353

No. of Seats - 30

Eng Make/Model - P&W PW-115

Number Engines - 2

Engine Type - TURBOPROP

Rated Power - 1590 HP

ELT Installed/Activated - NO -N/A

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- CALM

Visibility - 7.0 SM

Lowest Sky/Clouds - UNK/NR

Lowest Ceiling - 4000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

COLUMBUS,MS

Destination

LOCAL

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - ILS-LOCALIZER

TRAFFIC PATTERN

FULL STOP

Airport Proximity
ON AIRPORT

Airport Data

GOLDEN TRIANGLE REGIONAL

Runway Ident - 18

Runway Lth/Wid - 4500/ 100

Runway Surface - ASPHALT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

ATP

SE LAND,ME LAND

Age - 31

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - EMB120

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5200

Make/Model- 133

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT LANDED GEAR UP WHILE ON A TRAINING FLIGHT, THE CREW STATED THAT THEY HAD COMPLETED 2 HOURS OF TRAINING WHEN THE FIRST OFFICER REQUESTED A SINGLE ENGINE NO FLAP APPROACH DEMONSTRATION. BOTH PILOTS STATED THAT DURING THIS DEMONSTRATION THEY NEGLECTED TO EXTEND THE LANDING GEAR AND TOUCHED DOWN ON RUNWAY 18 AND SLID TO A STOP.

Brief of Accident (Continued)

File No. - 2093

12/09/87

COLUMBUS, MS

A/C Reg. No. N232AS

Time (Lcl) - 2330 CST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN
1. WHEELS UP LANDING - INADVERTENT - PILOT IN COMMAND
2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2116 10/24/87 RAMSEUR, NC A/C Reg. No. N44LH Time (Lcl) - 1430 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries			
Type of Operation -PERSONAL	Fire	Crew	Fatal	Serious	Minor	None	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	1	
Accident Occurred During -LANDING			0	0	0	1	

-----Aircraft Information-----

Make/Model - PITTS S2A	Eng Make/Model - LYCOMING AEIO-360	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	MIDLAND, VA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	YORK
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 18
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3000/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - UNK/NR		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 30	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 310
SE LAND	Months Since - 18	Make/Model- 60
	Aircraft Type - S2A	Instrument- 0
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL WHILE MAKING A NORMAL LANDING. THE PILOT DID NOT REPORT A MECHANICAL PROBLEM. THE GROUND LOOP CAUSE SUBSTANTIAL DAMAGE TO THE AIRCRAFT'S UNDERCARRIAGE.

Brief of Accident (Continued)

File No. - 2116

10/24/87

RAMSEUR, NC

A/C Reg. No. N44LH

Time (Lc1) - 1430 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 GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

2. GROUND LOOP/SWERVE - UNCONTROLLED -

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2072 11/10/87 RALEIGH, NC A/C Reg. No. N315DL Time (Lcl) - 1945 EST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-DELTA AIR LINES, INC.	NONE					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire					
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	1	0	4
Accident Occurred During	-DESCENT		Pass	0	0	0	61

-----Aircraft Information-----

Make/Model	- BOEING 737-232	Eng Make/Model	- P&W JT8D	ELT Installed/Activated	- NO -N/A
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 115000	Engine Type	- TURBOFAN		
No. of Seats	- 95	Rated Power	- 14000 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	OFF AIRPORT/STRIP
Method - TELETYPE	ATLANTA, GA	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	RALEIGH-DURHAM, NC	Runway Ident - N/A
Wind Dir/Speed- 190/009 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 10.0 SM	Type of Flight Plan - IFR	Runway Surface - N/A
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Status - N/A
Lowest Ceiling - 2400 FT OVERCAST	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 46	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP, FLT ENG	Current - UNK/NR	Total - 8000
ME LAND	Months Since - UNK/NR	Make/Model - 1200
	Aircraft Type - UNK/NR	Instrument - UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days - UNK/NR
		Last 90 Days - 150
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT ENCOUNTERED MODERATE TO SEVERE TURBULENCE DURING THE NIGHTTIME FLT, WHEN IT PASSED THROUGH CLOUDS MOMENTARILY AT FL225. A FLT ATTENDANT SUSTAINED A BROKEN ANKLE. THE CAPTAIN RPTD THAT RADAR GAVE NO INDICATION OF ANY WX AHEAD PRIOR TO THE ENCOUNTER. THE SEAT BELT LIGHT WAS TURNED ON ABOUT 15 SECONDS PRIOR TO ENTERING THE CLOUDS, WHEN THE FLT CREW FIRST OBSERVED THE CLOUDS.

Brief of Accident (Continued)

File No. - 2072

11/10/87

RALEIGH, NC

A/C Reg. No. N315DL

Time (Lc1) - 1945 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. VISUAL LOOKOUT - RESTRICTED - PILOT IN COMMAND
 3. WEATHER CONDITION - TURBULENCE IN CLOUDS
-

----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

Brief of Accident

File No. - 2124 11/12/87 SOUTHPORT, NC A/C Reg. No. N1051B Time (Lcl) - 1530 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 - MOONEY M20A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2450
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1A
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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 - UNK/NR
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

BRUNSWICK COUNTY
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,CFI
SE LAND,ME LAND

Age - 23
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - C-172RG

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	694
Last 24 Hrs	0
Last 30 Days	UNK/NR
Last 90 Days	250
Make/Model	0
Instrument	65
Multi-Eng	34

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRPLANE LOST ENGINE PWR SHORTLY AFTER TAKEOFF. A FORCED LDG WAS SUBSEQUENTLY MADE IN A NEARBY WATERWAY. POST-CRASH EXAM OF THE AIRPLANE REVEALED THAT THE FUEL SELECTOR WAS IN THE LEFT TANK POSITION, AND THAT THE LEFT TANK CONTAINED ABOUT 1/2 GALLON OF FUEL. THE RIGHT TANK WAS FOUND TO CONTAIN ABOUT 5 GALLONS.

Brief of Accident (Continued)

File No. - 2124

11/12/87

SOUTHPORT, NC

A/C Reg. No. N1051B

Time (Lcl) - 1530 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FLUID, FUEL - STARVATION
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SUPPLY - MISJUDGED - 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 TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 2069 12/02/87 EDEN,NC

A/C Reg. No. N8674U

Time (Lcl) - 1500 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172F
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - CONTINENTAL O-300-C
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- UNK/NR
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SANFORD,NC
Destination
SAME AS ACC/INC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET
SOFT

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)
STUDENT

Age - 53
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	-	163	Last 24 Hrs -	3
Make/Model-	97	Last 30 Days-	UNK/NR	
Instrument-	0	Last 90 Days-	44	

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT ATTEMPTED TO LAND IN A FARM PASTURE ADJACENT TO HIS BROTHER'S FARM. THE AIRPLANE LDG GEAR "DUG IN" ON LDG, AND THE AIRPLANE NOSED OVER. THE STUDENT PLT DESCRIBED THE TERRAIN AS "WET & SOGGY". THE STUDENT DID NOT HAVE AN INSTRUCTOR'S ENDORSEMENT FOR THE FLT.

Brief of Accident (Continued)

File No. - 2069

12/02/87

EDEN, NC

A/C Reg. No. N8674U

Time (Lc1) - 1500 EST

Occurrence #1

NOSE OVER

Phase of Operation

LANDING - FLARE/TOUCHDOWN

Finding(s)

1. TERRAIN CONDITION - SOFT

2. TERRAIN CONDITION - WET

3. 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) 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. - 2047 12/13/87 GRANTHAM, NC A/C Reg. No. N6258S Time (Lcl) - 1000 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	Serious	Injuries
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Minor	0
Accident Occurred During -LANDING					None	1
						0

-----Aircraft Information-----

Make/Model - CESSNA 150G	Eng Make/Model - CONTINENTAL D-200-A	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	COX-GRANTHAM
Wind Dir/Speed- UNK/NR	ATC/Airspace	Runway Ident - 21
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2800 -UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - GRASS/TURF
Lowest Ceiling - UNK/NR	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 13
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 13
		Last 30 Days- 13
		Instrument- 0
		Last 90 Days- 13

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRPLANE TOUCHED DOWN INITIALLY ON THE NOSE WHEEL, AND THE NOSE LANDING GEAR COLLAPSED. THE AIRPLANE SUBSEQUENTLY NOSED OVER. THE STUDENT PLT REPORTEDLY HAD ABOUT 2 HRS TOTAL PIC (SOLO) FLT TIME.

Brief of Accident (Continued)

File No. - 2047

12/13/87

GRANTHAM, NC

A/C Reg. No. N62585

Time (Lcl) - 1000 EST

Occurrence #1 NOSE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. FLARE - IMPROPER - PILOT IN COMMAND
 2. LACK OF TOTAL EXPERIENCE - PILOT IN COMMAND
 3. LANDING GEAR, NOSE GEAR ASSEMBLY - OVERLOAD
-

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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2110 12/17/87 MONROE, NC A/C Reg. No. N9132H Time (Lcl) - 1545 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -INSTRUCTIONAL	Fire	Crew	Fatal	2	Injuries	
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	Serious	0
Accident Occurred During -DESCENT			0	0	Minor	0
					None	0

-----Aircraft Information-----

Make/Model - FAIRCHILD M-62A-3	Eng Make/Model - RANGER 6-44D-C5	ELT Installed/Activated - YES/YES
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	INDIAN TRAIL, NC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	GOOSE CREEK
Wind Dir/Speed- 300/011 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2350/ 60
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 27	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 827
SE LAND,ME LAND	Months Since - 8	Make/Model- UNK/NR
	Aircraft Type - C-172	Instrument- 48
		Multi-Eng - 25
		Last 24 Hrs - UNK/NR
		Last 30 Days- 67
		Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

REPTDLY, THE FLT PURPOSE WAS TO ADMINISTER A BFR TO THE PLT/OWNER OF THE ACFT. THE FIRST TAKEOFF WAS ABORTED. THE ACFT DEPTD AGAIN WITHOUT AN APPARENT PROBLEM. AFTER ABOUT 30 MINUTES, THE APT MGR HEARD AND SAW THE ACFT IN A VERTICAL DESCENT AND ROTATING ABOUT THE LONGITUDINAL AXIS. IT DISAPPEARED BEHIND TREES. THE WRECKAGE WAS FOUND IN A WOODLAND AND THE WRECKAGE SCATTER PATTERN INDICATED AN INFLIGHT BREAK-UP. NO EVIDENCE OF ROT WAS FOUND IN THE PRIMARY WOOD STRUCTURE OF THE AIRCRAFT. IT WAS NOT DETERMINED WHAT MANEUVER PRECEDED THE BREAKUP OR WHICH PILOT WAS OPERATING THE FLIGHT CONTROLS.

Brief of Accident (Continued)

File No. - 2110

12/17/87

MONROE, NC

A/C Reg. No. N9132H

Time (Lcl) - 1545 EST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - ATTEMPTED -
 2. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED -
-

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

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2097 12/25/87 RUTHERFORDTON,NC A/C Reg. No. N2869C Time (Lcl) - 1755 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	3	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-28RT-201
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2750
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-C1-C6
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NWS
Method - TELEPHONE
Completeness - FULL
Basic Weather - IMC
Wind Dir/Speed - 210/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 100 FT OBSCURED
Obstructions to Vision - FOG
Precipitation - RAIN
Condition of Light - DUSK

Itinerary

Last Departure Point
LOUISBURG,NC
Destination
RUTHERFORDTON,NC

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

RUTHERFORDTON
Runway Ident - 36
Runway Lth/Wid - 4300/ 75
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - ADF/NDB

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 36
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - PA-28RT

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 265
Make/Model	- 69
Instrument	- UNK/NR
Multi-Eng	- UNK/NR
Last 24 Hrs	- 2
Last 30 Days	- UNK/NR
Last 90 Days	- UNK/NR
Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT WAS CLEARED FOR THE ADF APPROACH. THE AIRCRAFT WAS LAST OBSERVED ON RADAR ABOUT ONE MILE INSIDE THE RBN. THE AIRCRAFT WAS LOCATED ON DECEMBER 27 ABOUT 4 NM NE OF THE AIRPORT. THE AIRCRAFT IMPACTED THE TREES AT ABOUT THE 2270-FOOT LEVEL OF CARSON MT. THE FIELD ELEVATION AT THE AIRPORT IS 1078. THE MDA FOR THE ADF APPROACH IS 1540 FEET. THE MISSED APPROACH PROCEDURES REQUIRE THAT THE PILOT TURN LEFT, CLIMB TO 3000 FEET, RETURN TO THE RBN AND HOLD. IN PERFORMING THE MISSED APPROACH THE PLT FAILED TO CLIMB TO AND MAINTAIN 3000 FEET AS INSTRUCTED.

Brief of Accident (Continued)

File No. - 2097

12/25/87

RUTHERFORDTON, NC

A/C Reg. No. N2869C

Time (Lc1) - 1755 EST

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. OBJECT - TREE(S)
 2. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
 3. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND
 4. IFR PROCEDURE - NOT FOLLOWED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2042 7/08/87 HOLDREGE, NE A/C Reg. No. N87099 Time (Lcl) - 1630 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage DESTROYED		Injuries			
Type of Operation -EXECUTIVE/CORPORATE	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	NONE	Pass	1	0	0	0
Accident Occurred During -DESCENT			1	0	0	0

-----Aircraft Information-----

Make/Model - BELLANCA 8GCBC	Eng Make/Model - LYCOMING O-360-C2E	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1800	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 180 HP	

-----Environment/Operations Information-----

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- 190/010 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 4846
SE LAND,ME LAND	Months Since - 16	Last 24 Hrs - UNK/NR
	Aircraft Type - C-182	Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WITNESSES STATED THAT THE AIRCRAFT WAS PERFORMING A LOOP WHEN THE LEFT WING FAILED UPWARD AND REARWARD CAUSING THE AIRCRAFT TO PLUMMET TO THE GROUND, OUT OF CONTROL. THE AIRCRAFT APPEARED TO HAVE BEEN IN TROUBLE DURING THE LOOP ENTRY AND THROUGHOUT THE MANEUVER. SEVERAL WEEKS AFTER THE COMPLETION OF THE ON-SITE INSPECTION OF THE WRECKAGE, PIECES OF THE FAILED LEFT WING WERE FOUND BY AN AIRPORT NEIGHBOR ON HIS FARM PROPERTY.

Brief of Accident (Continued)

File No. - 2042

7/08/87

HOLDREGE, NE

A/C Reg. No. N87099

Time (Lc1) - 1630 CDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation MANEUVERING

Finding(s)

1. AEROBATICS - PERFORMED - PILOT IN COMMAND
 2. WING, SPAR - FRACTURED
 3. DESIGN STRESS LIMITS OF AIRCRAFT - EXCEEDED - PILOT IN COMMAND
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2065 10/13/87 LINCOLN, NE A/C Reg. No. N39922 Time (Lcl) - 1530 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	1	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32RT-300T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 6

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- 200/014 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 12000 FT SCATTERED

Lowest Ceiling - 25000 FT OVERCAST

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

KANSAS CITY, MO

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A

Runway Lth/Wid - N/A

Runway Surface - GRASS/TURF

Runway Status - DRY

HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - UNK/NR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND

Age - 64

Biennial Flight Review

Current - UNK/NR

Months Since - UNK/NR

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 3300

Make/Model- UNK/NR

Instrument- 0

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING CLIMBOUT, SMOKE BEGAN FILLING THE CABIN AND SHORTLY THEREAFTER THE ENG STOPPED. GROUND WITNESSES OBSERVED SMOKE COMING FROM THE ENG COMPARTMENT JUST BEFORE THE ACFT IMPACTED A LARGE WOODPILE BEHIND A HOUSE LOCATED 1/2 MILE EAST OF THE ARPT. EXAMINATION DISCLOSED THAT THE LEFT INTERMEDIATE EXHAUST PIPE (90 DEGREE ELBOW) HAD SEPARATED FROM THE EXHAUST CROSSOVER TUBE LEADING TO THE TURBOCHARGER AND ALLOWED INTENSE, HOT EXHAUST GASES FLOWING FROM THE ELBOW TO SPEW DIRECTLY INTO THE ENG COMPARTMENT. THE FLANGE AT THE OTHER END OF THE ELBOW WAS CRACKED AND EVIDENCE INDICATED THAT THE GASKET, AS WELL AS THE FLANGES, HAD BEEN MISALIGNED. A REPAIR HAD BEEN MADE TO THE EXHAUST SYSTEM ABOUT A MONTH BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2065

10/13/87

LINCOLN, NE

A/C Reg. No. N39922

Time (Lc1) - 1530 CDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, GASKET - OTHER
2. EXHAUST SYSTEM, MANIFOLD - OTHER
3. MAINTENANCE, SERVICE OF AIRCRAFT - IMPROPER - OTHER MAINTENANCE PSNL
4. EXHAUST SYSTEM, MANIFOLD - CRACKED
5. EXHAUST SYSTEM, MANIFOLD - SEPARATION

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. EXHAUST SYSTEM, MANIFOLD - FIRE
7. IGNITION SYSTEM, HIGH TENSION WIRING - BURNED

Occurrence #3 FORCED LANDING
Phase of Operation LANDING

Occurrence #4 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING

Finding(s)

8. FUSELAGE, CREW COMPARTMENT - SMOKE
9. OBJECT - RESIDENCE
10. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6,7

Factor(s) relating to this accident is/are finding(s) 1,2,3,4,8,10

Brief of Accident

File No. - 2005 4/20/87 MANCHESTER, NH A/C Reg. No. N232RP Time (Lcl) - 2000 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-PRECISION AIRLINES	SUBSTANTIAL				
Type of Operation	-NON SCHED, DOMESTIC, PASSENGER	Fire	Crew	Fatal	Injuries	
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	Serious	Minor
Accident Occurred During	-LANDING			0	0	0
						None
						2
						14

-----Aircraft Information-----

Make/Model	- DORNIER DO-228-201	Eng Make/Model	- GARRETT TPE-331	ELT Installed/Activated	- YES-UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- NO
Max Gross Wt	- 7720	Engine Type	- TURBOPROP		
No. of Seats	- 20	Rated Power	- 715 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point		ON AIRPORT	
Method	- N/A	NEWARK, NJ			
Completeness	- N/A	Destination		Airport Data	
Basic Weather	- VMC	MANCHESTER, NH		GRENIER FIELD	
Wind Dir/Speed	- 100/005 KTS	ATC/Airspace		Runway Ident	- 35
Visibility	- 9.0 SM	Type of Flight Plan	- NONE	Runway Lth/Wid	- 7001/ 150
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- ASPHALT
Lowest Ceiling	-	Type Apch/Lndg	- NONE	Runway Status	- WET
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)	
ATP	Current - UNK/NR	Total - 3161	Last 24 Hrs - 6
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 920	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 310	Last 90 Days - 240
		Multi-Eng - 1858	

Instrument Rating(s) - UNK/NR

-----Narrative-----

VIBRATION WAS EXPERIENCED SHORTLY AFTER TOUCHDOWN CAUSED BY THE FAILURE OF THE PROPELLER BLADE AS A RESULT OF FATIGUE CRACKING WHICH WAS INITIATED FROM A LINEAR AREA IN A DEFECT FREE PORTION OF THE CAMBER FACE OF THE BLADE. PROPAGATION WAS THROUGH 60% OF THE BLADE CROSS SECTION BEFORE FINAL FAILURE. THE PROP BLADE HAD SEPARATED 23 INCHES FROM THE TIP AND DEFLECTED OFF THE RWY AWAY FROM THE FUSELAGE.

Brief of Accident (Continued)

File No. - 2005

4/20/87

MANCHESTER, NH

A/C Reg. No. N232RP

Time (Lcl) - 2000 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. PROPELLER SYSTEM/ACCESSORIES, BLADE - FATIGUE
2. PROPELLER SYSTEM/ACCESSORIES, BLADE - SEPARATION

----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. - 2033 6/29/87 SULLIVAN,NH A/C Reg. No. N5185X Time (Lcl) - 1845 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CITABRIA 7GCB
Landing Gear - FLOAT
Max Gross Wt - 1650
No. of Seats - 2

Eng Make/Model - LYCOMING O-320
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 225/012 KTS
Visibility - 30.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PORTLAND,ME
Destination
WEST DOVER,VT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - WATER
Runway Status - HIGH VEGETATION

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND,SE SEA

Age - 39

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	Last 24 Hrs	Last 30 Days	Last 90 Days
174	4	UNK/NR	17

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT OF THE FLOAT EQUIPPED CITABRIA 7GCB EXPERIENCED A POWER LOSS WHEN HE ADDED POWER AND RAISED HIS NOSE FOR A CRUISE CLIMB FROM 3500 FT. HE SET UP FOR A FORCED LANDING IN A POND. AS HE NEARED TOUCHDOWN, THE ENGINE REGAINED POWER AND RESPONDED TO THE THROTTLE. HE OVERFLEW THE POND AT A LOW ALTITUDE. AS HE NEARED THE END OF THE POND HE RAISED THE NOSE TO CLEAR THE TREES AND THE ENGINE AGAIN LOST POWER. HE HAD A SWAMPY AREA AHEAD. HOWEVER, HE WAS TOO FAST TO MAKE A NORMAL LANDING SO HE PLANTED THE AIRCRAFT DOWN ON THE WATER. THE AIRCRAFT WAS FUELED WITH AUTOMOBILE GASOLINE. IT HAD NOT BEEN MODIFIED IN ACCORDANCE WITH AN APPROVED STC FOR AUTOMOBILE GASOLINE. THE FLOAT IN THE CARBURETOR WAS THE WRONG TYPE FOR AUTOMOBILE GASOLINE.

Brief of Accident (Continued)

File No. - 2033

6/29/87

SULLIVAN,NH

A/C Reg. No. N5185X

Time (Lcl) - 1845 EDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CLIMB

Finding(s)

1. FUEL SYSTEM,CARBURETOR - IMPROPER
2. PROCEDURES/DIRECTIVES - NOT FOLLOWED - PILOT IN COMMAND
3. FLUID,FUEL - INCORRECT

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. IN-FLIGHT PLANNING/DECISION - POOR - PILOT IN COMMAND
5. PRECAUTIONARY LANDING - NOT PERFORMED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation DESCENT - EMERGENCY

Finding(s)

6. TERRAIN CONDITION - WATER,GLASSY

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5,6

Brief of Accident

File No. - 2085 8/02/87 NEWPORT, NH A/C Reg. No. N25HG Time (Lcl) - 1400 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 -TAKEOFF		Pass 0	0	0	3

-----Aircraft Information-----

Make/Model - PIPER PA-28-181	Eng Make/Model - LYCOMING O-360-A4M	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2450	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	PARLIN FIELD
Wind Dir/Speed- 270/005 KTS	ATC/Airspace	Runway Ident - 36
Visibility - 6.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3500/ 100
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 4500 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 45	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 103
SE LAND	Months Since - 0	Make/Model- 15
	Aircraft Type - UNK/NR	Instrument- 4
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 22

Instrument Rating(s) - NONE

-----Narrative-----

ON TAKEOFF THE AIRCRAFT FAILED TO GAIN SUFFICIENT AIRSPEED TO MAINTAIN FLIGHT. THE TAKEOFF WAS ABORTED AFTER REACHING 200 FEET ALTITUDE AND THE AIRCRAFT WAS LANDED ON THE RUNWAY. THE AIRCRAFT CONTINUED OFF THE END OF THE RUNWAY AND COLLIDED WITH A SANDBANK. THE PILOT HAD TROUBLE STARTING THE ENGINE AND HAD EXCESSIVE MAG DROP DURING THE RUN-UP. THIS WAS CORRECTED BY LEANING THE MIXTURE. DURING THE TAKEOFF THE ENGINE DEVELOPED LESS RPM THAN DESIRED SO THE PILOT DECIDED TO LAND. HE LATER SAID HE SHOULD HAVE ABORTED THE TAKEOFF EARLIER. NO MALFUNCTIONS OR MECHANICAL FAILURES WOULD BE FOUND. THE AIRCRAFT WAS OPERATED AT HIGH GROSS WEIGHT. THE PILOT WAS NOT ACCUSTOMED TO OPERATIONS WITH HIGH DENSITY ALTITUDE.

Brief of Accident (Continued)

File No. - 2085

8/02/87

NEWPORT, NH

A/C Reg. No. N25HG

Time (Lcl) - 1400 EDT

Occurrence #1 OVERRUN
Phase of Operation TAKEOFF - ABORTED

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. AIRCRAFT WEIGHT AND BALANCE - DISREGARDED - PILOT IN COMMAND
3. PERFORMANCE DATA - NOT USED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. ABORTED TAKEOFF - DELAYED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation TAKEOFF - ABORTED

Finding(s)

6. TERRAIN CONDITION - DIRT BANK

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2032 7/16/87 ANDOVER, NJ A/C Reg. No. N6346 Time (Lcl) - 1945 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - PIPER PA-11	Eng Make/Model - CONTINENTAL C-90	ELT Installed/Activated - YES/NO
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1220	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 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	LOCAL	AEROFLEX
Wind Dir/Speed- CALM	ATC/Airspace	Runway Ident - 03
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 1997/ 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 - 35	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 153
SE LAND	Months Since - UNK/NR	Make/Model- 12
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING LANDING ROLL. AS THE AIRCRAFT DRIFTED LEFT OF THE RUNWAY, POWER WAS ADDED FOR A GO-AROUND BUT THE AIRCRAFT WAS LEFT OF THE RWY. THE LEFT WING STRUT HIT THE WING OF A CESSNA 150 IN AN ATTEMPT TO AVOID COLLIDING WITH THE HANGAR, THE AIRCRAFT STRUCK THE WING OF A PIPER 140 AIRCRAFT BEFORE COMING TO A STOP.

Brief of Accident (Continued)

File No. - 2032

7/16/87

ANDOVER,NJ

A/C Reg. No. N6346

Time (Lc1) - 1945 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. GO-AROUND - NOT ATTAINED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

3. OBJECT - AIRCRAFT PARKED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2015 9/29/87 PITTSTOWN,NJ A/C Reg. No. N7955M Time (Lcl) - 0745 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - BEECH D95A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4200
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360-B1B
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
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- UNK/NR
Visibility - UNK/NR
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
PITTSTOWN,NJ
Destination
BRIDGEPORT,CT

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - STRAIGHT-IN
FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND,ME LAND

Age - 65
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - B-95A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 2000 Last 24 Hrs - UNK/NR
Make/Model- UNK/NR Last 30 Days- 5
Instrument- UNK/NR Last 90 Days- 27
Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

PILOT DEPARTED RUNWAY 26 AT ALEXANDRIA ARPT TOWARD TREES IN FOG. LEFT WING HIT TREES. ACFT LANDED HARD COLLAPSING LANDING GEAR. ACFT HIT A TREE IN AREA OF PILOT SEAT DURING LNDG FATALLY INJURING THE PLT.

Brief of Accident (Continued)

File No. - 2015

9/29/87

PITTSTOWN,NJ

A/C Reg. No. N7955M

Time (Lcl) - 0745 EDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - TREE(S)
2. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
3. WEATHER CONDITION - FOG
4. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND
5. PROCEDURES/DIRECTIVES - DISREGARDED - PILOT IN COMMAND
6. VISUAL LOOKOUT - NOT POSSIBLE -

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2046 12/19/87 LAS CRUCES,NM A/C Reg. No. N23497 Time (Lcl) - 1310 MST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-38-112	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 112 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	LAS CRUCES,NM	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	CRAWFORD
Wind Dir/Speed- 270/013 KTS	ATC/Airspace	Runway Ident - 30
Visibility - 60.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 7000/ 150
Lowest Sky/Clouds - 12000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TOUCH AND GO	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
ATP,CFI	Current - YES	Total - 9833
SE LAND,ME LAND	Months Since - 12	Make/Model- 400
	Aircraft Type - PA-38	Instrument- 531
		Multi-Eng - 2323
		Last 24 Hrs - 2
		Last 30 Days- 20
		Last 90 Days- 101

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE PRACTICING CROSSWIND LANDINGS THE INSTRUCTOR STATED THAT THE STUDENT TOUCHED DOWN NORMALLY WITH APRX 5 KNOT CROSSWIND. UPON TOUCH DOWN, THE RIGHT MAIN LANDING GEAR SEPARATED FROM THE ACFT CAUSING SUBSTANTIAL DAMAGE. THERE WERE NO INJURIES AND NO FIRE. INVESTIGATION REVEALED THE RIGHT MAIN GEAR INBD RETENTION BOLT HAD FAILED CAUSING THE RIGHT MAIN GEAR ASSEMBLY TO SEPARATE FROM THE ACFT. METALLURGIST EXAMINATION OF THE BROKEN BOLT REVEALED EVIDENCE OF A PROGRESSIVE FAILURE. THE BOLT WAS PIPER PART NUMBER 402 742.

Brief of Accident (Continued)

File No. - 2046

12/19/87

LAS CRUCES,NM

A/C Reg. No. N23497

Time (Lcl) - 1310 MST

Occurrence #1 MAIN GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. LANDING GEAR,MAIN GEAR ATTACHMENT - FATIGUE
2. LANDING GEAR,MAIN GEAR ATTACHMENT - SEPARATION

----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. - 2062 11/24/87 LAS VEGAS,NV A/C Reg. No. N22730 Time (Lcl) - 1428 PST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries Serious	Minor	None
Type of Operation - INSTRUCTIONAL	Fire	0	0	2	0
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - HUGHES 269B	Eng Make/Model - LYCOMING HIO-360-A1A	ELT Installed/Activated - YES/YES
Landing Gear - SKID	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 2550	Engine Type - RECIP-FUEL INJECTED	
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	LAS VEGAS,NV	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	
Wind Dir/Speed- 160/006 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 75.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 3270/ 65
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - SIMULATED FORCED LANDING	Runway Status - N/A
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL,CFI	Current - YES	Total - 9005
SE LAND	Months Since - 13	Last 24 Hrs - 4
HELICOPTER	Aircraft Type - UNK/NR	Make/Model- 1280
		Instrument- 605
		Multi-Eng - 25
		Last 30 Days- UNK/NR
		Last 90 Days- 240
		Rotorcraft - 1510

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING PRACTICE AUTOROTATION THE PILOT FLARED EXCESSIVELY HIGH AND THE TAIL BOOM STRUCK THE GROUND. THE PILOT THEN LOST CONTROL OF THE AIRCRAFT. THE DENSITY ALT WAS 2616 FEET. A RT QUARTERING TAILWIND WAS PRESENT.

Brief of Accident (Continued)

File No. - 2062

11/24/87

LAS VEGAS,NV

A/C Reg. No. N22730

Time (Lcl) - 1428 PST

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. WEATHER CONDITION - HIGH DENSITY ALTITUDE
2. WEATHER CONDITION - TAILWIND
3. AUTOROTATION - IMPROPER - PILOT IN COMMAND
4. ALTITUDE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 ROLL OVER
Phase of Operation LANDING

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2004

5/11/87

STANFORD,NY

A/C Reg. No. N50682

Time (Lcl) - 2130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

	Fatal	Injuries		
		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 - 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/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- 012 KTS
Visibility - 1.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
PROVIDENCE,RI
Destination
LINCOLN PARK,NJ

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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 27
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 90
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

DURING ENROUTE FLIGHT FROM ROCK ISLAND, PROVIDENCE TO LINCOLN PARK, AN ENGINE POWER LOSS WAS EXPERIENCED. IN ADDITION THE PILOT STATED THAT HE HAD BECOME LOST AND DISORIENTED DUE TO DARKNESS. WHEN THE AIRCRAFT STARTED TO DESCEND, THE PILOT LOOKED FOR A SPOT TO LAND AND LANDED IN A SOFTBALL FIELD. DURING THE LANDING THE ACFT NOSE GEAR COLLAPSED.

Brief of Accident (Continued)

File No. - 2004

5/11/87

STANFORD,NY

A/C Reg. No. N50682

Time (Lc1) - 2130 EDT

Occurrence #1 MISCELLANEOUS/OTHER
Phase of Operation CRUISE

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
2. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND

Occurrence #2 LOSS OF POWER
Phase of Operation CRUISE

Finding(s)

3. UNDETERMINED

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. LANDING GEAR,NOSE GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2066

6/29/87

SANDY CREEK,NY

A/C Reg. No. N4627P

Time (Lcl) - 0930 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-23-250
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4800
No. of Seats - 6

Eng Make/Model - LYCOMING O-540
Number Engines - 2
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 250 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 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
SANDY CREEK,NY
Destination
UNK/NR

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

PRIVATE
Runway Ident - 30
Runway Lth/Wid - 2200
Runway Surface - GRASS/TURF
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND,ME LAND

Age - 76

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 2500	Last 24 Hrs - UNK/NR
Make/Model- UNK/NR	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT OF THE PA-23-250 ATTEMPTED A TAKEOFF ON A 2200 FT LONG PRIVATE AIRSTRIIP WITH A GRASS RUNWAY. WITNESSES REPORTED THE AIRCRAFT WAS AIRBORNE FURTHER DOWN THE RUNWAY THAN NORMAL. THE AIRCRAFT DID NOT CLEAR THE TREES ON THE DEPARTURE END OF THE RUNWAY. THE PILOT SAID HE FAILED TO SET THE FLAPS PRIOR TO TAKEOFF AND THAT THE DOOR OPENED DURING THE TAKEOFF ROLL.

Brief of Accident (Continued)

File No. - 2066

6/29/87

SANDY CREEK, NY

A/C Reg. No. N4627P

Time (Lc1) - 0930 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
 3. LOWERING OF FLAPS - NOT PERFORMED - PILOT IN COMMAND
 4. DOOR, EXTERIOR CREW - OPEN
 5. IMPROPER USE OF PROCEDURE, DIVERTED ATTENTION - PILOT IN COMMAND
 6. ABORTED TAKEOFF - NOT PERFORMED - PILOT IN COMMAND
 7. OBJECT - TREE(S)
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,6

Factor(s) relating to this accident is/are finding(s) 4,5,7

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2082

8/07/87

MCLEAN, NY

A/C Reg. No. N3457X

Time (Lcl) - 1100 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	4

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - LANDING

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
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 - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 3.000 SM
Lowest Sky/Clouds - 10000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- HAZE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
RANGLEY, ME
Destination
JAMESTOWN, 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 - VFR
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 38

Biennial Flight Review

Current - YES
Months Since - 0
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	-	333	Last 24 Hrs	-	2
Make/Model	-	333	Last 30 Days	-	UNK/NR
Instrument	-	0	Last 90 Days	-	23

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT HAD FLOWN FOR ABOUT 1-1/2 HOURS WHEN THE PILOT BEGAN A DESCENT FROM 12000 FEET FOR AN APPROACH. HOWEVER AT 3500 FEET, THE ENGINE SUDDENLY WENT FROM NORMAL CRUISE TO IDLE. AN EMERGENCY LANDING WAS MADE IN A CORN FIELD AND THE AIRCRAFT WAS SUBSTANTIALLY DAMAGED. UPON EXAMINATION OF THE AIRCRAFT AND ENGINE NO MALFUNCTION OR MECHANICAL FAILURE COULD BE FOUND. THE ENGINE WAS SUCCESSFULLY RUN AFTER THE ACCIDENT. THE PILOT STATED THAT HE WAS TOO BUSY LOOKING FOR A PLACE TO LAND TO NOTICE THE ENGINE CONTROL POSITIONS OR INDICATIONS.

Brief of Accident (Continued)

File No. - 2082

8/07/87

MCLEAN, NY

A/C Reg. No. N3457X

Time (Lcl) - 1100 EDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)
1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)
2. TERRAIN CONDITION - CROP

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2081

8/10/87

ELLENVILLE, NY

A/C Reg. No. N8337T

Time (Lcl) - 2230 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Fire
NONE

Crew
Pass

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301T
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6500
No. of Seats - 7

Eng Make/Model - LYCOMING TIO-540-S1AD
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - YES/NO
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 30.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
POUGHKEEPSIE, NY
Destination
ELLENVILLE, NY

Airport Proximity
ON AIRPORT

Airport Data
ELLENVILLE

Runway Ident - 04
Runway Lth/Wid - 3840/ 60
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, ME LAND

Age - 43

Biennial Flight Review

Current - YES
Months Since - 10
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 785	Last 24 Hrs - UNK/NR
Make/Model- 130	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - 10	Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LOST DIRECTIONAL CONTROL DURING TAKEOFF AT ELLENVILLE AIRPORT AND THE AIRCRAFT RAN OFF THE RUNWAY COLLIDING WITH TREES AND WAS DEMOLISHED. NO MECHANICAL OR STRUCTURAL PROBLEMS WERE FOUND DURING INVESTIGATION OF ACFT.

Brief of Accident (Continued)

File No. - 2081

8/10/87

ELLENVILLE, NY

A/C Reg. No. N8337T

Time (Lcl) - 2230 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2086 8/27/87 MIDDLEFIELD, OH A/C Reg. No. N1050J Time (Lcl) - 2109 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage					
	DESTROYED					
Type of Operation -BUSINESS	Fire	Crew	Fatal	Injuries		
Flight Conducted Under -14 CFR 91	NONE	Pass	1	Serious	Minor	None
Accident Occurred During -DESCENT			0	0	0	0

-----Aircraft Information-----

Make/Model - AERO COMMANDER 112	Eng Make/Model - LYCOMING IO-360-C1D6	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2650	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 200 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	MIDDLEFIELD, OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	DAYTON, OH	
Wind Dir/Speed- 080/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 2.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - PART OBS	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 600 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - WET
Obstructions to Vision- FOG		
Precipitation - RAIN		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 62	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 1048
SE LAND, ME LAND	Months Since - 21	Last 24 Hrs - 1
	Aircraft Type - AC-112	Make/Model- UNK/NR
		Last 30 Days- UNK/NR
		Instrument- 340
		Last 90 Days- UNK/NR
		Multi-Eng - 240
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON THE PREVIOUS FLT, THE PLT MADE TWO UNSUCCESSFUL IFR APPROACHES BEFORE LANDING ON THE THIRD ATTEMPT. THE PAX-CONFIGURED ACFT WAS LOADED WITH CARGO. THE PLT FILED AN IFR FLIGHT PLAN AND DEPARTED THE ARPT. RADIO CONTACT WAS ESTABLISHED WITH ATC AND THE PLT REQUESTED ACTIVATION OF HIS IFR FLIGHT PLAN. ATC COULD NOT IDENTIFY THE ACFT DUE TO NONRECEIPT OF THE TRANSPONDER. THE PLT WAS ASKED TO RESET THE CODE. THAT WAS THE LAST CONTACT WITH THE ACFT. IT WAS FOUND TWO DAYS LATER ABOUT ONE AND ONE HALF MILES FROM THE ARPT IN A HEAVILY WOODED AREA. UNRESTRAINED CARGO WAS FOUND THROUGHOUT THE FUSELAGE. THE PLT HAD BEEN ASKED TO MAINTAIN VFR UNTIL RADAR CONTACT WAS ESTABLISHED. RADAR CONTACT WAS NOT ESTABLISHED. THE WT & BAL COULD NOT BE DETERMINED DUE TO MOVEMENT OF CARGO. RECOVERED CARGO INDICATED AN OVER GW CONDITION. THE TIME OF THE CARGO MOVEMENT IN THE ACFT WAS NOT DETERMINED BUT BELIEVED TO BE POSTCRASH.

Brief of Accident (Continued)

File No. - 2086

8/27/87

MIDDLEFIELD, OH

A/C Reg. No. N1050J

Time (Lc1) - 2109 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. LIGHT CONDITION - DARK NIGHT
 2. PREFLIGHT PLANNING/PREPARATION - POOR - PILOT IN COMMAND
 3. WEATHER CONDITION - FOG
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 5. WEATHER CONDITION - LOW CEILING
-

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

6. MISC EQPT/FURNISHINGS, CARGO RESTRAINTS - MISSING
 7. SECURITY OF CARGO - DISREGARDED - PILOT IN COMMAND
 8. DIVERTED ATTENTION - PILOT IN COMMAND
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

9. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5,8

Brief of Accident

File No. - 2027 9/04/87 LIMA, OH A/C Reg. No. N71536 Time (Lcl) - 0130 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
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	0	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 182
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2550
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 - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 100/008 KTS
Visibility - 20.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
TOLEDO, OH
Destination
CINCINNATI, OH

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 51
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 12000
Make/Model- UNK/NR
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

DURING A NIGHT FLT FROM TOLEDO TO CINCINNATI, OH, THE ACFT CRASHED ALONG THE ROUTE AT LIMA, OH, AFTER SVRL LOCAL RESIDENTS HEARD AN ACFT CIRCLING. INITIAL IMPACT WAS WITH THE TOP OF A DIKE AFTER THE ACFT CROSSED OVER A RESERVOIR. WRECKAGE WAS SCATTERED OVER A 600' AREA. DURING THE CRASH SEQUENCE, THE ACFT STRUCK A POWER LINE, TREE STUMP & A STEEL BUILDING BEFORE IT CAME TO REST. AN INVESTIGATION FAILED TO DISCLOSE ANY ACFT PROBLEM. A TOXICOLOGY CHECK SHOWED THE PLT HAD A BLOOD/ALCOHOL LEVEL OF 0.169%.

Brief of Accident (Continued)

File No. - 2027

9/04/87

LIMA, OH

A/C Reg. No. N71536

Time (Lcl) - 0130 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
 4. TERRAIN CONDITION - DIRT BANK
 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) 1,2,5

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

File No. - 2025 9/10/87 COLUMBUS,OH A/C Reg. No. N8073J Time (Lcl) - 2120 EDT

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-NEW CREATIONS, INC.	SUBSTANTIAL				
Type of Operation	-SCHEDULED, DOMESTIC, CARGO	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-STANDING		Other	0	0	0

-----Aircraft Information-----

Make/Model	- AEROSTAR 600	Eng Make/Model	- LYCOMING IO-540	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- UNK/NR
Max Gross Wt	- 6000	Engine Type	- RECIP-FUEL INJECTED		
No. of Seats	- 6	Rated Power	- 290 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- UNK/NR	Last Departure Point		ON AIRPORT	
Method	- UNK/NR	UNK/NR			
Completeness	- FULL	Destination		Airport Data	
Basic Weather	- VMC	UNK/NR		PORT COLUMBUS INT'L	
Wind Dir/Speed	- 100/100 KTS	ATC/Airspace		Runway Ident	- UNK/NR
Visibility	- 8.0 SM	Type of Flight Plan	- IFR	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- UNK/NR	Type of Clearance	- NONE	Runway Surface	- MACADAM
Lowest Ceiling	- 5000 FT OVERCAST	Type Apch/Lndg	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE				
Precipitation	- RAIN				
Condition of Light	- NIGHT(DARK)				

-----Personnel Information-----

Pilot-In-Command	Age - 23	Medical Certificate	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current	Total	- 3700
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model	- 1050
	Aircraft Type - UNK/NR	Instrument	- 930
		Multi-Eng	- 2100
		Last 24 Hrs	- 5
		Last 30 Days	- UNK/NR
		Last 90 Days	- 265

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SCHEDULED ALL CARGO FLT WAS HOLDING ON A TAXIWAY SHORT OF THE RWY AWAITING ITS IFR CLEARANCE OUT OF THE HUB ARPT. SUDDENLY THE ACFT DIPPED DOWN AT THE NOSE AND THEN THE YOKE JUMPED REARWARD AND HIT THE PLT IN THE CHEST. THE PLT CALLED GROUND CONTROL AND REQUESTED TAXI BACK TO THE RAMP. THE PLT DID NOT INFORM GROUND CONTROL THAT A COLLISION BETWEEN THE TWO COMPANY AIRCRAFT HAD OCCURRED. EACH AIRCRAFT WAS TAXIED BACK TO THE RAMP UNDER ITS OWN POWER WITHOUT BENEFIT OF ANY EXTERNAL EXAMINATION BY ANYONE.

Brief of Accident (Continued)

File No. - 2025

9/10/87

COLUMBUS, OH

A/C Reg. No. N8073J

Time (Lc1) - 2120 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. BRAKES(NORMAL) - DELAYED - PILOT OF OTHER AIRCRAFT
3. CLEARANCE - NOT MAINTAINED - PILOT OF OTHER AIRCRAFT
4. DIVERTED ATTENTION - PILOT OF OTHER AIRCRAFT
5. WEATHER CONDITION - RAIN
6. LIGHT CONDITION - NIGHT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2025 9/10/87 COLUMBUS, OH A/C Reg. No. N3643D Time (Lcl) - 2120 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -NEW CREATIONS, INC.	MINOR	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-60-600	Eng Make/Model - LYCOMING IO-540-K1J5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 6000	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - UNK/NR	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NWS	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	UNK/NR	COLUMBUS
Wind Dir/Speed- 100/008 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 8.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - UNK/NR	Type of Clearance - NONE	Runway Surface - UNK/NR
Lowest Ceiling - 5000 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 - 30	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL, CFI	Current - YES	Total - 5390
SE LAND, ME LAND	Months Since - 1	Make/Model - 456
	Aircraft Type - UNK/NR	Instrument - 320
		Multi-Eng - 1000
		Last 24 Hrs - 5
		Last 30 Days - UNK/NR
		Last 90 Days - 210

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SCHEDULED DOMESTIC ALL CARGO FLT WAS TAXIING FROM THE RAMP TO THE RWY BEHIND ANOTHER COMPANY ACFT WHEN THE PLT SUDDENLY REALIZED THAT THE LEAD ACFT WAS NOT MOVING. THE PLTS ATTEMPTS TO STOP THE ACFT WERE NOT SUCCESSFUL. THE STOPPED ACFT WAS SUBSTANTIALLY DAMAGED. AFTER THE COLLISION THE LEAD ACFT CALLED FOR TAXI BACK TO THE RAMP. THIS ACFT TURNED AROUND AND TAXIED BACK TO THE RAMP WITHOUT CONTACTING GROUND CONTROL. NEITHER ACFT WAS SHUT DOWN AND EXAMINED BY EITHER THE PLT OR GROUND PERSONNEL PRIOR TO RETURNING TO THE RAMP.

Brief of Accident (Continued)

File No. - 2025

9/10/87

COLUMBUS,OH

A/C Reg. No. N3643D

Time (Lcl) - 2120 EDT

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. OBJECT - AIRCRAFT PARKED
2. BRAKES(NORMAL) - DELAYED - PILOT IN COMMAND
3. CLEARANCE - NOT MAINTAINED - PILOT IN COMMAND
4. DIVERTED ATTENTION - PILOT IN COMMAND
5. WEATHER CONDITION - RAIN
6. LIGHT CONDITION - DARK NIGHT

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3

Factor(s) relating to this accident is/are finding(s) 4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2067 10/17/87 BROOKVILLE, OH A/C Reg. No. N737WU Time (Lcl) - 1615 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	1	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire
NONE

-----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-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 - 280/010 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - 4000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
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

BROOKVILLE AIR PARK
Runway Ident - 09
Runway Lth/Wid - 2500/ 30
Runway Surface - DIRT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 26

Biennial Flight Review

Current - YES
Months Since - 1
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	- 49	Last 24 Hrs	- 3
Make/Model	- 49	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-----

WHILE ON FINAL APPROACH THE ACFT BEGAN TO FALL BELOW THE FLIGHT PATH THE PLT DESIRED. REMEDIAL ACTIONS WERE INSUFFICIENT TO CORRECT THE DEVIATION. THE ACFT IMPACTED SHORT OF THE RWY AND COLLAPSED THE LANDING GEAR. INVESTIGATION REVEALED THE USE OF 40 DEGREES OF FLAPS INSTEAD OF THE 30 DEGREES USED DURING THE PLT'S TRAINING. THE ACFT WAS OUTFITTED WITH A SET OF CONTROLS THAT ALLOWED THE PLT TO OPERATE THE RUDDER PEDALS BY HAND. THE PLT WAS A PARAPLEGIC AND HAD A REDUCED HEARING ABILITY WHICH SEVERELY RESTRICTED HIS VERBAL COMMUNICATION.

Brief of Accident (Continued)

File No. - 2067

10/17/87

BROOKVILLE, OH

A/C Reg. No. N737WU

Time (Lcl) - 1615 EDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PLANNED APPROACH - INADEQUATE - PILOT IN COMMAND
2. LOWERING OF FLAPS - EXCESSIVE - PILOT IN COMMAND
3. FLARE - MISJUDGED - PILOT IN COMMAND

Occurrence #2 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - FLARE/TOUCHDOWN

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) 1,3

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2128 11/15/87 DAYTON, OH A/C Reg. No. N7623T Time (Lcl) - 1715 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 - CESSNA 172A	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 - 2200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 145 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	MORaine AIR PARK
Wind Dir/Speed- 140/008 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 25000 FT THIN OVC	Type of Clearance - NONE	Runway Surface - WATER
Lowest Ceiling - NONE	Type Apch/Lndg - FORCED LANDING	Runway Status - WATER-CALM
Obstructions to Vision- NONE		
Precipitation - NONE		
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)
PRIVATE	Current - YES	Total - 168
SE LAND	Months Since - 12	Last 24 Hrs - UNK/NR
	Aircraft Type - C-172A	Make/Model- 51
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT RPTD THAT THE ENGINE BEGAN TO SPUTTER AND LOSE POWER SHORTLY AFTER TAKEOFF. A FORCED LDG WAS SUBSEQUENTLY MADE IN A NEARBY RIVER. THE ACFT NOSED OVER ON LDG AND CAME TO REST PARTIALLY SUBMERGED IN ABOUT 4 FEET OF WATER. POST-CRASH EXAM OF THE AIRPLANE AFTER IT WAS RECOVERED FROM THE RIVER REVEALED NO EVIDENCE OF PRE-EXISTING MECHANICAL FAILURE OR MALFUNCTION. THE ENGINE RAN SATISFACTORILY ON FUEL REMAINING IN THE ACFT FUEL TANKS, AFTER WATER WAS DRAINED FROM THE FUEL SYSTEM AND ENGINE. THERE WERE EXTENSIVE RAIN SHOWERS IN THE AREA. THE AIRCRAFT WAS BEING OPERATED IN CONDITIONS CONDUCIVE TO CARBURETOR ICE.

Brief of Accident (Continued)

File No. - 2128

11/15/87

DAYTON, OH

A/C Reg. No. N7623T

Time (Lcl) - 1715 EST

Occurrence #1 LOSS OF ENGINE 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 NOSE OVER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - WATER

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3

Brief of Accident

File No. - 2080

11/24/87

COMMERCIAL PT,OH

A/C Reg. No. N8046X

Time (Lcl) - 1939 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -INSTRUCTIONAL
 Flight Conducted Under -14 CFR 91
 Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED

Fire Crew
 NONE Pass

		Injuries			
		Fatal	Serious	Minor	None
		2	0	0	0
		0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32R-301
 Landing Gear - TRICYCLE-RETRACTABLE
 Max Gross Wt - 3600
 No. of Seats - 6

Eng Make/Model - LYCOMING IO-540-K1G5D
 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- 110/004 KTS
 Visibility - 3.000 SM
 Lowest Sky/Clouds - N/A
 Lowest Ceiling - 3500 FT OVERCAST
 Obstructions to Vision- FOG
 Precipitation - RAIN
 Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
 COLUMBUS,OH
 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 - IFR
 Type of Clearance - IFR
 Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
 COMMERCIAL
 SE LAND, ME LAND

Age - 24

Biennial Flight Review

Current - YES
 Months Since - 19
 Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total	- 3000	Last 24 Hrs	- 6
Make/Model	- 45	Last 30 Days	- UNK/NR
Instrument	- 220	Last 90 Days	- 472
Multi-Eng	- 27		

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT CRASHED ON A WHEAT FIELD DURING A NIGHT INSTRUMENT TRAINING FLT. THE PLT HAD DECLARED A VACUUM SYSTEM FAILURE ABOUT 40 MINUTES AFTER TAKE-OFF BUT HE DECLINED ATC ASSISTANCE FOR A NO-GYRO APPROACH TO COLUMBUS. TWO MINUTES AFTER THE RADIO CALL RADAR CONTACT WAS LOST. RADAR DATA DISCLOSED ERRATIC HEADING AND AIRSPEED CHANGES DURING THE LAST MINUTE OF FLT. DURING THE POST ACC INVESTIGATION EACH OF THE INSTRUMENTS WAS FOUND TO CONTAIN A SUCTION CUP. BUT NO EVIDENCE OF FAILURE OR MALFUNCTION OF THE VACUUM SYSTEM WAS FOUND. THE ACFT HAD ALSO BEEN MODIFIED WITH A STAND BY VACUUM SYSTEM FOR USE IN AN EMERGENCY AFTER FAILURE OF THE PRIMARY SYSTEM. ONLY PIECES OF THE SYSTEM WERE FOUND DUE TO THE DESTRUCTION OF THE ACFT BUT THE AVAILABLE EVIDENCE SHOWED NO SIGNS OF MALFUNCTION OR FAILURE. SUCTION CUPS, LIKE THE ONE FOUND, ARE USED BY INSTRUCTORS TO COVER INSTRUMENTS FOR PARTIAL PANEL TRAINING.

Brief of Accident (Continued)

File No. - 2080

11/24/87

COMMERCIAL PT,OH

A/C Reg. No. N8046X

Time (Lc1) - 1939 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - CLOUDS
 2. LIGHT CONDITION - DARK NIGHT
 3. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - INTENTIONAL - PILOT IN COMMAND(CFI)
 4. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND(CFI)
 5. SPATIAL DISORIENTATION - PILOT IN COMMAND(CFI)
 6. STALL - UNCONTROLLED - 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) 4,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,5

Brief of Accident

File No. - 2028 11/24/87 BLANCHESTER, OH A/C Reg. No. N5548J Time (Lcl) - 0540 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -MANEUVERING

Aircraft Damage
DESTROYED
Fire
NONE

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	1	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 172N
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2300
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-H2AD
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 160 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - IMC
Wind Dir/Speed- VARIABLE
Visibility - 25.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - OBSCURED
Obstructions to Vision- FOG
Precipitation - RAIN
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
BLANCHESTER, OH
Destination
COLUMBUS, IL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 51

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total	- 1447	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 FLIGHT DEPARTED A PRIVATE SOD AIRSTRIP OWNED BY THE PILOT. THE WEATHER CONDITION WAS MARGINAL VFR AT BEST, BUT THE NEAREST STATION REPORTED IMC CONDITION. THE PILOT DID NOT RECEIVE A WEATHER BRIEFING. THE PILOT'S WIFE SAID THAT THE AIRSTRIP WAS NOT FOGGY WHEN HER HUSBAND ARRIVED. THE WITNESS REPORTED THAT THE FOG AT THE ACCIDENT SITE PREVENTED THE SHERIFF DEPARTMENT FROM VISUALLY LOCATING THE WRECKAGE UNTIL ABOUT 0700. THE WRECKAGE WAS ABOUT 100 YARDS FROM THE WITNESS HOME. THE INVESTIGATION FAILED TO DISCLOSE ANY SYSTEM MALFUNCTION OR FAILURE. THE PILOT WAS PROPERLY CERTIFICATED AND INSTRUMENT RATED. THE PILOT'S INTENTIONS WERE NOT KNOWN. HOWEVER HE WAS FLYING TOWARDS HIS PRIVATE AIRSTRIP.

Brief of Accident (Continued)

File No. - 2028

11/24/87

BLANCHESTER, OH

A/C Reg. No. N5548J

Time (Lcl) - 0540 EST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation MANEUVERING

Finding(s)

1. WEATHER CONDITION - FOG
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. LIGHT CONDITION - DARK NIGHT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation MANEUVERING

Finding(s)

4. OBJECT - TREE(S)
 5. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
 6. 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) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

Brief of Accident

File No. - 2155 12/03/87 MANSFIELD,OH A/C Reg. No. N500TS Time (Lcl) - 2159 EST

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI	Aircraft Damage	Injuries			
Name of Carrier -AIR CONTINENTAL, INC.	DESTROYED	Fatal	Serious	Minor	None
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 -APPROACH					

-----Aircraft Information-----

Make/Model - PIPER PA-60-600	Eng Make/Model - LYCOMING IO-540-K1J5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 2	Stall Warning System - YES
Max Gross Wt - 5500	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 2	Rated Power - 290 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	CINCINNATI,OH	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	CLEVELAND,OH	MANSFIELD LAHM MUNICIPAL
Wind Dir/Speed- 310/004 KTS	ATC/Airspace	Runway Ident - 23
Visibility - .250 SM	Type of Flight Plan - IFR	Runway Lth/Wid - 6795/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - OBSCURED	Type Apch/Lndg - ASR	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 6870
SE LAND,ME LAND	Months Since - 4	Make/Model- 1170
	Aircraft Type - PA-60	Instrument- 640
		Multi-Eng - 2020
		Last 24 Hrs - 7
		Last 30 Days- UNK/NR
		Last 90 Days- 337

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT DEPARTED LOUISVILLE, KY REPORTEDLY WITH A KNOWN OIL LEAK IN THE RIGHT ENGINE AND WAS ON THE SECOND LEG OF AN ON-DEMAND AIR TAXI CARGO FLIGHT. ABOUT 14 MINUTES AFTER ENTERING MANSFIELD APPROACH CONTROL AIRSPACE, THE PILOT REQUESTED AND RECEIVED AN ALTITUDE CHANGE FROM 5,000 TO 3,000 FT BECAUSE HE "WAS PICKING UP A LOT OF ICE." AFTER ENTERING CLEVELAND APPROACH AIRSPACE HE REPORTED THE RIGHT ENGINE HAD FAILED AND REQUESTED TO RETURN TO MANSFIELD. THE PILOT WAS INFORMED OF MANSFIELD WEATHER. HE THEN INDICATED HE WANTED TO TRY CLEVELAND, THEN REPORTED HE COULD NOT MAINTAIN ALTITUDE AND WANTED TO GO TO MANSFIELD. THE PILOT WAS RECEIVING VECTORS FROM MANSFIELD FOR AN ASR APPROACH TO RUNWAY 23 AND AT ABOUT 1 1/2 MILES FROM THE THRESHOLD THE PILOT REPORTED HE WAS LOWERING THE LANDING GEAR. THE AIRCRAFT THEN DISAPPEARED FROM THE RADAR SCOPE. INVESTIGATION REVEALED IMPROPER WELD REPAIRS TO THE RIGHT ENGINE CASE AND SEPARATION OF THE NUMBER SIX CYLINDER FROM THE CASE DUE TO FATIGUE CRACKING IN THE THROUGH BOLTS AND STUDS.

Brief of Accident (Continued)

File No. - 2155

12/03/87

MANSFIELD,OH

A/C Reg. No. N500TS

Time (Lc1) - 2159 EST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation CRUISE - NORMAL

Finding(s)

1. 1 ENGINE - FAILURE,TOTAL
2. ENGINE ASSEMBLY,CRANKCASE - CRACKED
3. MAINTENANCE,MAJOR REPAIR - IMPROPER - OTHER MAINTENANCE PSNL
4. ENGINE ASSEMBLY,OTHER - FATIGUE
5. ENGINE ASSEMBLY,CYLINDER - SEPARATION
6. OPERATION WITH KNOWN DEFICIENCIES IN EQUIPMENT - CONTINUED - PILOT IN COMMAND
7. COMPANY-INDUCED PRESSURE - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Finding(s)

8. OBJECT - TREE(S)
9. WEATHER CONDITION - ICING CONDITIONS
10. WEATHER CONDITION - BELOW APPROACH MINIMUMS
11. LIGHT CONDITION - DARK NIGHT
12. IN-FLIGHT PLANNING/DECISION - DELAYED - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4,5,12

Factor(s) relating to this accident is/are finding(s) 6,7,8,9,10,11

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2048 12/10/87 MARLBORO, OH A/C Reg. No. N87102 Time (Lcl) - 0930 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL					
Type of Operation - PERSONAL	Fire	Crew	Fatal	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - ERCOUE 415-C	Eng Make/Model - CONTINENTAL C-85	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1650	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	ON AIRSTRIP
Method - N/A	SAME AS ACC/INC	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	SUNSET STRIP
Wind Dir/Speed- 240/005 KTS	ATC/Airspace	Runway Ident - 27
Visibility - 10.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2300/ 100
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - GRAVEL
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - WET
Obstructions to Vision- NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 63
	Months Since - N/A	Last 24 Hrs - UNK/NR
	Aircraft Type - N/A	Make/Model- 11
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 16

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD THAT HE FLEW A FLAT FINAL APCH TO REMAIN CLEAR OF TREES. THE AIRSPEED BEGAN TO DROP, AND THE AIRPLANE SUBSEQUENTLY LANDED HARD AFTER CLEARING THE TREES.

Brief of Accident (Continued)

File No. - 2048

12/10/87

MARLBORO,OH

A/C Reg. No. N87102

Time (Lcl) - 0930 EST

Occurrence #1 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. AIRSPEED - NOT MAINTAINED - PILOT IN COMMAND
 2. STALL - INADVERTENT - PILOT IN COMMAND
-

-----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. - 2016 12/11/87 COLUMBUS, OH A/C Reg. No. N52701 Time (Lcl) - 1352 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
		SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation	-INSTRUCTIONAL	Fire	Crew	0	0	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- CESSNA 172P	Eng Make/Model	- LYCOMING O-320-D2J	ELT Installed/Activated	- YES/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-----

<p>Weather Data</p> <p>Wx Briefing - UNK/NR</p> <p>Method - UNK/NR</p> <p>Completeness - UNK/NR</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- VARIABLE/005 KTS</p> <p>Visibility - 7.0 SM</p> <p>Lowest Sky/Clouds - 5500 FT</p> <p>Lowest Ceiling - 5500 FT BROKEN</p> <p>Obstructions to Vision- NONE</p> <p>Precipitation - NONE</p> <p>Condition of Light - DAYLIGHT</p>	<p>Itinerary</p> <p>Last Departure Point</p> <p>HUNTINGTON, WV</p> <p>Destination</p> <p>SAME AS ACC/INC</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - VFR</p> <p>Type of Clearance - VFR</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>ON AIRPORT</p> <p>Airport Data</p> <p>PORT COLUMBUS INTL</p> <p>Runway Ident - 31</p> <p>Runway Lth/Wid - 5001/ 150</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
--	--	--

-----Personnel Information-----

Pilot-In-Command	Age - 24	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
STUDENT	Current - N/A	Total - 53	Last 24 Hrs - 1
	Months Since - N/A	Make/Model- 53	Last 30 Days- UNK/NR
	Aircraft Type - N/A	Instrument- 1	Last 90 Days- 11

Instrument Rating(s) - NONE

-----Narrative-----

AT 1343 EST, THE STUDENT PLT CONTACTED APCH CTL & ASKED FOR LNDG INFO. HE WAS ADZD TO CONTINUE VFR FOR RWY 31. WHEN HE CONTACTED THE TOWER AT 1347, THE WIND WAS FM 200 DEG AT 13 KTS. TOWER PSNL GAVE HIM THE CHOICE OF RWY 31 OR 28L; HE ELECTED TO LND ON RWY 31. BY THE TIME HE WAS LNDG AT 1352, THE WIND HAD SHIFTED TO THE SSE AT 5 TO 15 KTS. RPRTDLY, THE ACFT WAS HIGH & FAST ON FINAL APCH & IT TOUCHED DOWN ABOUT HALF WAY DOWN THE RWY. THE STUDENT ELECTED TO CONTINUE THE LNDG RATHER THAN GO AROUND. HE WAS UNABLE TO STOP ON THE REMAINING RWY. AFTER THE ACFT WENT OFF THE DEP END, IT ENCTRD SOFT TERRAIN & GRASS & THE NOSE GEAR COLLAPSED. THE 1350 EST WIND WAS FM 190 DEG AT 5 KTS.

Brief of Accident (Continued)

File No. - 2016

12/11/87

COLUMBUS, OH

A/C Reg. No. N52701

Time (Lcl) - 1352 EST

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - UNFAVORABLE WIND
 2. WEATHER CONDITION - TAILWIND
 3. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 4. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
-

Occurrence #2 NOSE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - SOFT
 6. TERRAIN CONDITION - GRASS
 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) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2039 3/22/87 EL DORADO,OK A/C Reg. No. N3655G Time (Lcl) - 0955 CST

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT	Aircraft Damage	Injuries			
	SUBSTANTIAL	Fatal	Serious	Minor	None
Type of Operation -AERIAL APPLICATION	Fire	Crew 0	0	0	1
Flight Conducted Under -14 CFR 137	NONE	Pass 0	0	0	0
Accident Occurred During -TAKEOFF					

-----Aircraft Information-----

Make/Model - AIRTRACTOR AT301	Eng Make/Model - P & W R985	ELT Installed/Activated - NO -N/A
Landing Gear - TAILWHEEL-ALL FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 7050	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 450 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	EL DORADO,OK	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- LIGHT AND VARIABLE	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Surface - DIRT
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Status - DRY
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 37	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 2700
SE LAND	Months Since - 18	Make/Model- 290
	Aircraft Type - 182	Instrument- 14
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 190

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT STATED THAT DURING TAKEOFF FROM A COUNTY ROAD, BLACK SMOKE STARTED COMING OUT OF THE ENGINE EXHAUST. THE AIRCRAFT THEN COLLIDED WITH A TREE AND A POST CAUSING SUBSTANTIAL DAMAGE. IT WAS FOUND THAT THE CARBURETOR HEAT SYSTEM HAD BEEN MODIFIED AND THE CARBURETOR FLAPPER VALVE WAS STUCK IN THE CLOSED POSITION.

Brief of Accident (Continued)

File No. - 2039

3/22/87

EL DORADO,OK

A/C Reg. No. N3655G

Time (Lc1) - 0955 CST

Occurrence #1 LOSS OF POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. CARBURETOR HEAT CONTROL - IMPROPER
2. MAINTENANCE,MODIFICATION - IMPROPER - OTHER MAINTENANCE PSNL

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

3. UNSUITABLE TERRAIN - SELECTED - PILOT IN COMMAND
4. ABORT - NOT PERFORMED - PILOT IN COMMAND
5. LOAD JETTISON - INITIATED - PILOT IN COMMAND
6. OBJECT - TREE(S)

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,5,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2171 10/28/87 FORT SUPPLY, OK A/C Reg. No. N2LU Time (Lcl) - 1730 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	1
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- BEECH 95-C55	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	- 6	Rated Power	- 285 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary	Airport Proximity
Wx Briefing	- NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method	- N/A	DODGE CITY, KS	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	WOODWARD, OK	Runway Ident
Wind Dir/Speed	- 180/010 KTS		- N/A
Visibility	- 15.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 10000 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- NONE	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 28	Medical Certificate	- VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL, CFI	Current - YES	Total	- 3500
SE LAND, ME LAND	Months Since - 11	Make/Model	- 50
	Aircraft Type - UNK/NR	Instrument	- UNK/NR
		Multi-Eng	- 350
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 120
		Rotorcraft	- UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE ACFT WAS FORCED TO LAND DUE TO LOSS OF ENG POWER. THE PLT ATTEMPTED TO LAND ON A ROADWAY. DURING THE LANDING THE ACFT RT WING STRUCK A FENCE POST. THE LANDING GEAR COLLAPSED DURING A GROUNDLOOP AFTER LNDG. POST ACC INVESTIGATION REVEALED THAT THE ENG WAS SUBJECTED TO FUEL STARVATION AS A RESULT OF THE PLTS MISMANAGEMENT OF THE FUEL.

Brief of Accident (Continued)

File No. - 2171

10/28/87

FORT SUPPLY,OK

A/C Reg. No. N2LU

Time (Lc1) - 1730 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. FUEL SYSTEM - IMPROPER USE OF - PILOT IN COMMAND
2. FLUID,FUEL - STARVATION

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)

3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
4. OBJECT - FENCE POST

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. DIRECTIONAL CONTROL - NOT POSSIBLE -

Occurrence #5 COMPLETE GEAR COLLAPSED
Phase of Operation LANDING - ROLL

Finding(s)

6. LANDING GEAR - OVERLOAD

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4,6

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2073 12/11/87 AURORA,OR A/C Reg. No. N2884G Time (Lcl) - 1610 PST

-----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	1
Accident Occurred During	-TAXI	NONE	Pass	0	0	1
			Other	0	0	2

-----Aircraft Information-----

Make/Model	- PIPER PA-28-161	Eng Make/Model	- LYCOMING O-320-B3G	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	Number Engines	- 1	Stall Warning System	- YES
Max Gross Wt	- 2200	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 4	Rated Power	- 160 HP		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- UNK/NR	ON AIRPORT	
Method	- UNK/NR		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	AURORA STATE	
Wind Dir/Speed-	CALM	Runway Ident	- UNK/NR
Visibility	- 15.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 10000 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- 30000 FT BROKEN	Runway Status	- UNK/NR
Obstructions to Vision-	NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 53	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT			
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)				
PRIVATE	Current	- UNK/NR	Total	- 464	Last 24 Hrs	- UNK/NR
SE LAND	Months Since	- UNK/NR	Make/Model-	139	Last 30 Days-	UNK/NR
	Aircraft Type	- UNK/NR	Instrument-	90	Last 90 Days-	14

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SINGLE ENGINE AIRCRAFT WAS TAXIING FROM THE SOUTH END OF THE RAMP AREA TO THE RUNWAY. A TWIN ENGINE AIRCRAFT ENTERED THE TAXIWAY IN FRONT OF THE SINGLE ENGINE AIRCRAFT FROM THE RIGHT OF THE TAXIWAY. THE SINGLE ENGINE AIRCRAFT STRUCK THE TWIN ENGINE AIRCRAFT THAT HAD TAXIED IN FRONT OF HIM. THE SINGLE ENGINE AIRCRAFT HAD A FOGGED WINDSCREEN.

Brief of Accident (Continued)

File No. - 2073

12/11/87

AURORA,OR

A/C Reg. No. N2884G

Time (Lc1) - 1610 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. WINDOW - DIRTY(FOGGY)
2. OBJECT - AIRCRAFT MOVING ON GROUND
3. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
4. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
5. 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) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 2073 12/11/87 AURORA,OR A/C Reg. No. N3275P Time (Lcl) - 1610 PST

-----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
Other 0	0	0	2

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAXI

Fire NONE
Crew 0
Pass 0
Other 0

-----Aircraft Information-----

Make/Model - PIPER PA-23-160
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3800
No. of Seats - 6

Eng Make/Model - LYCOMING O-320-B1A
Number Engines - 2
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- CALM

Visibility - 15.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - 30000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

HILLSBORO,OR

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - NONE

Airport Proximity

ON AIRPORT

Airport Data

AURORA STATE

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

HELICOPTER

Age - 28

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 5244

Make/Model- 78

Instrument- 240

Multi-Eng - 195

Last 24 Hrs - 2

Last 30 Days- UNK/NR

Last 90 Days- 185

Rotorcraft - 1919

Instrument Rating(s) - AIRPLANE

-----Narrative-----

A SINGLE ENGINE AIRCRAFT WAS TAXIING FROM THE SOUTH END OF THE RAMP AREA TO THE RUNWAY. A TWIN ENGINE AIRCRAFT ENTERED THE TAXIWAY IN FRONT OF THE SINGLE ENGINE AIRCRAFT FROM THE RIGHT OF THE TAXIWAY. THE SINGLE ENGINE AIRCRAFT STRUCK THE TWIN ENGINE AIRCRAFT THAT HAD TAXIED IN FRONT OF HIM. THE SINGLE ENGINE AIRCRAFT HAD A FOGGED WINDSCREEN.

Brief of Accident (Continued)

File No. - 2073

12/11/87

AURORA,OR

A/C Reg. No. N3275P

Time (Lcl) - 1610 PST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
 2. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
 3. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT
 4. AIRCRAFT PREFLIGHT - 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) 1,4

Brief of Accident

File No. - 2006 5/12/87 WEST MIFFLIN, PA A/C Reg. No. N100EP Time (Lcl) - 1057 EDT

-----Basic Information-----

Type Operating Certificate-ON-DEMAND AIR TAXI

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -TAKEOFF

Aircraft Damage

DESTROYED

Fire

ON GROUND

Fatal

Crew 2

Pass 0

Injuries

Serious

0

Minor

0

None

0

0

-----Aircraft Information-----

Make/Model - LEARJET 35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 18300
No. of Seats - 10

Eng Make/Model - AIRESEARCH TFE-731-2-2B
Number Engines - 2
Engine Type - TURBOFAN
Rated Power - 3700 LBS THRUST

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - TELEPHONE
Completeness - FULL
Basic Weather - VMC
Wind Dir/Speed- 330/012 KTS
Visibility - 3.000 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 1400 FT BROKEN
Obstructions to Vision- HAZE
Precipitation - UNK/NR
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC

Destination
TETERBORO, NJ

ATC/Airspace

Type of Flight Plan - IFR
Type of Clearance - IFR
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

ALLEGHENY COUNTY
Runway Ident - 28
Runway Lth/Wid - 6500/ 150
Runway Surface - CONCRETE
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
ATP,CFI
SE LAND,ME LAND

Age - 44
Biennial Flight Review
Current - YES
Months Since - 1
Aircraft Type - 35A

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 10211 Last 24 Hrs - 1
Make/Model- 3838 Last 30 Days- 27
Instrument- 718 Last 90 Days- 78
Multi-Eng - 8734

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE COPLT (DUAL STUDENT) WAS TO GET A PROF CHECK ON THE 1ST LEG OF THE FLT WITH A SIMULATED SINGLE ENG PWR LOSS ON TKOF. ACCORDING TO WITNESSES, THE TKOF WAS NORMAL UNTIL LIFT-OFF APRX 3200' DOWN THE RWY; BUT AFTER LIFT-OFF, THE ACFT CLBD ONLY ABOUT 50' & DIDN'T SEEM TO ACCELERATE. THEY RPRTD THE NOSE PITCHED UP & THE ACFT WENT IN A STEEP BANK ATTITUDE NR THE DEP END OF THE RWY. SUBSEQUENTLY, IT DSCNDD & CRASHED IN WOODED TERRAIN IN A RGT WING DOWN, NOSE HI ATTITUDE. A BY-STANDER TRIED TO GET IN THE ACFT TO RESCUE THE PLTS, BUT THE DOOR WAS JAMMED & HE WAS UNABLE TO BREAK THE CABIN WINDOWS. A FIRE ERUPTED & ENGULFED THE ACFT. DUE TO ROUGH TERRAIN, THERE WAS A DELAY IN GETTING FIRE FIGHTING EQUIPMENT TO THE ACNT SITE. NO PREIMPACT MECHANICAL FAILURES WERE FND. THE GEAR, FLAPS & SPOILERS WERE FND IN THE RETRACTED PSN. FOR TKOF, THE FLAPS SHOULD HAVE BEEN EXTD TO THE 8 OR 20 DEG POSITION. THE STALL SPEEDS FOR 20 DEG, 8 DEG & NO FLAPS WERE 104.5, 109.0 & 119.5 KTS, RESPECTIVELY. THE CAPT WAS AN FAA DESIGNATED FLT EXAMINER & A CERTIFIED FLT INSTRUCTOR (CFI).

Brief of Accident (Continued)

File No. - 2006

5/12/87

WEST MIFFLIN, PA

A/C Reg. No. N100EP

Time (Lcl) - 1057 EDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EMERGENCY PROCEDURE - SIMULATED - PILOT IN COMMAND(CFI)
 2. RAISING OF FLAPS - PREMATURE - COPILOT
 3. AIRSPEED - INADEQUATE -
 4. STALL - INADVERTENT -
 5. SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN
Phase of Operation TAKEOFF

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2003 6/24/87 BUTLER, PA A/C Reg. No. N93304 Time (Lcl) - 1015 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL			Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor	None
Flight Conducted Under - 14 CFR 91	NONE	Pass	0	0	0	1
Accident Occurred During - LANDING			0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	ON AIRPORT
Method - N/A	ZELIENOPLE, PA	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	BUTLER FARM
Wind Dir/Speed- VARIABLE	ATC/Airspace	Runway Ident - 18
Visibility - 25.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 2600/ 38
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 - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 34
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 34
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LANDED AT BUTLER FARM AIRPORT. THE PLT OVERSHOT THE NORMAL TOUCHDOWN POINT AT EXCESSIVE SPEED. THE AIRCRAFT SKIDDED OFF THE END OF THE RUNWAY AND COLLIDED WITH A THREE FOOT DEEP DITCH AND WAS SUBSTANTIALLY DAMAGED.

Brief of Accident (Continued)

File No. - 2003

6/24/87

BUTLER,PA

A/C Reg. No. N93304

Time (Lcl) - 1015 EDT

Occurrence #1 OVERRUN
Phase of Operation LANDING - ROLL

Finding(s)

1. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND
 2. GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
 3. AIRSPEED - MISJUDGED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH TERRAIN
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) 1,3

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 2001 6/24/87 OLYHANT, PA A/C Reg. No. N35354 Time (Lcl) - 0515 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Crew

Pass

Fatal

0

0

Injuries

Serious

0

0

Minor

0

0

None

1

0

-----Aircraft Information-----

Make/Model - CESSNA 172
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 2150
No. of Seats - 4

Eng Make/Model - LYCOMING O-320-E2D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 150 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- UNK/NR
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling -
Obstructions to Vision- FOG
Precipitation - NONE
Condition of Light - DAWN

Itinerary

Last Departure Point
CUMBERLAND, MD
Destination
DOVER, NH

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 - HIGH VEGETATION

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 28
Biennial Flight Review
Current - YES
Months Since - 20
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 154 Last 24 Hrs - 8
Make/Model- 154 Last 30 Days- UNK/NR
Instrument- 4 Last 90 Days- 50

Instrument Rating(s) - NONE

-----Narrative-----

THE CROSS COUNTRY PERSONAL TRANSPORTATION FLIGHT ARRIVED IN THE SCRANTON, PENNSYLVANIA AREA FOR A PLANNED REFUELING STOP AND ENCOUNTERED HEAVY FOG CONDITIONS. SIX ATTEMPTS TO LAND WERE MADE, BUT WERE ABORTED. AN ATTEMPT TO LAND AT ANOTHER AIRPORT WAS ALSO ABORTED. BEING OUT OF FUEL THE PILOT DECIDED TO MAKE AN EMERGENCY LANDING ON A ROAD AND CRASHED IN A WOODED AREA.

Brief of Accident (Continued)

File No. - 2001

6/24/87

OLYHANT,PA

A/C Reg. No. N35354

Time (Lcl) - 0515 EDT

Occurrence #1 LOSS OF POWER

Phase of Operation APPROACH

Finding(s)

1. FLUID,FUEL - EXHAUSTION
2. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
3. WEATHER CONDITION - FOG

Occurrence #2 FORCED LANDING

Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN

Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. TERRAIN CONDITION - HIGH OBSTRUCTION(S)

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

Brief of Accident

File No. - 2104 8/09/87 YORK,PA

A/C Reg. No. N99236

Time (Lcl) - 0911 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	1	0	0
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - ERCOUPE 415-C
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1260
No. of Seats - 2

Eng Make/Model - CONTINENTAL C85-12
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 85 HP

ELT Installed/Activated - YES/YES
Stall Warning System - UNK/NR

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 10.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - UNK/NR
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
YORK,PA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 63
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - UNK/NR
Flight Time (Hours)

Total	-	300	Last 24 Hrs	-	1
Make/Model-	300		Last 30 Days-	UNK/NR	
Instrument-	0		Last 90 Days-	6	

Instrument Rating(s) - NONE

-----Narrative-----

THE ERCOUPE MODEL 415 EXPERIENCED A LOSS OF POWER IN FLIGHT. THE PILOT MADE A FORCED LANDING IN A FIELD. HE WENT UNDER SOME POWER LINES, HOWEVER, HE COULD NOT AVOID THE TELEPHONE LINES AND WENT THROUGH THEM. THE PILOT RECEIVED SERIOUS INJURIES AND THE AIRCRAFT RECEIVED SUBSTANTIAL DAMAGE. THE CAUSE OF THE POWER LOSS WAS TRACED TO A BROKEN NO. 3 CONNECTING ROD IN THE ENGINE.

Brief of Accident (Continued)

File No. - 2104

8/09/87

YORK, PA

A/C Reg. No. N99236

Time (Lc1) - 0911 EDT

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation CLIMB

Finding(s)

1. ENGINE ASSEMBLY, CONNECTING ROD - FAILURE, TOTAL

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. OBJECT - WIRE, TRANSMISSION(MARKED)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. TERRAIN CONDITION - UPHILL

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2164 9/25/87 MONTOURSVILLE, PA A/C Reg. No. N38364 Time (Lcl) - 0228 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries			None
Type of Operation - PERSONAL	Fire	1	Serious	Minor		
Flight Conducted Under - 14 CFR 91	NONE	0	0	0	0	0
Accident Occurred During - APPROACH		0	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-32-300	Eng Make/Model - LYCOMING IO-540-KIG5	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 6	Rated Power - 300 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	WHEELING, IL	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	WILLIAMSPORT, PA	WILLIAMSPORT
Wind Dir/Speed- 300/006 KTS	ATC/Airspace	Runway Ident - 27
Visibility - UNK/NR	Type of Flight Plan - IFR	Runway Lth/Wid - 6449/ 150
Lowest Sky/Clouds - UNK/NR	Type of Clearance - IFR	Runway Surface - ASPHALT
Lowest Ceiling - 100 FT OBSCURED	Type Apch/Lndg - ILS-COMPLETE	Runway Status - DRY
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - NIGHT(DARK)		

-----Personnel Information-----

Pilot-In-Command	Age - 61	Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
COMMERCIAL	Current - YES	Total - 10000
SE LAND, ME LAND, SE SEA	Months Since - 2	Make/Model- 1000
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 120
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PLT INITIATED THE ILS APPROACH AND ACKNOWLEDGED A FREQUENCY CHANGE. THE ACFT WAS FOUND ON A STEEP HILL ONE MILE SOUTH OF THE AIRPORT. NO EVIDENCE OF AN ENGINE OR CONTROL SYSTEM MALFUNCTION WAS FOUND. IT APPEARED THAT THE PILOT MADE A MISSED APPROACH AND FLEW INTO HIGH TERRAIN. THERE WAS A 2 1/2 HOUR DELAY BETWEEN THE TIME OF THE CRASH AND CONFIRMATION OF THE CRASH. THE PILOT WAS FOUND OUTSIDE OF THE WRECKAGE APPROXIMATELY 5 HOURS LATER. AN AME SAID THE CRASH WAS SURVIVABLE AND THAT THE PILOT HAD EXITED THE AIRCRAFT ON HIS OWN AFTER THE ACCIDENT. HE SAID THAT ALTHOUGH THE PILOT EXPERIENCED SERIOUS INJURIES, NONE OF THEM WERE LETHAL. THE TEMPERATURE DROPPED TO 46 DEGREES WITH A WIND CHILL TEMPERATURE OF 36 DEGREES DURING THE NIGHT. THE AUTOPSY SHOWED THE PILOT HAD DIED OF EXPOSURE AND SHOCK.

Brief of Accident (Continued)

File No. - 2164

9/25/87

MONTOURSVILLE, PA

A/C Reg. No. N38364

Time (Lc1) - 0228 EDT

Occurrence #1 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation APPROACH - MISSED APPROACH (IFR)

Finding(s)

1. RADAR, APPROACH/DEPARTURE - UNAVAILABLE
2. MISSED APPROACH - IMPROPER - PILOT IN COMMAND
3. TERRAIN CONDITION - MOUNTAINOUS/HILLY
4. WEATHER CONDITION - FOG
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

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. - 2179 11/14/87 ST. MARYS,PA A/C Reg. No. N3644H Time (Lcl) - 2110 EST

-----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

Crew 1
Pass 3

Fatal 1
 3

Injuries

Serious 0
Minor 0

None 0
 0

-----Aircraft Information-----

Make/Model - MOONEY M20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
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-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - UNK/NR
Method - UNK/NR
Completeness - UNK/NR

Basic Weather - VMC

Wind Dir/Speed- LIGHT AND VARIABLE
Visibility - 12.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - NIGHT(BRIGHT)

Itinerary

Last Departure Point
ST. MARYS,PA
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - UNK/NR
Type of Clearance - UNK/NR
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 - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - EXPIRED

Flight Time (Hours)

Total - 100
Make/Model- UNK/NR
Instrument- 0
Last 24 Hrs - UNK/NR
Last 30 Days- UNK/NR
Last 90 Days- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WHILE GETTING FUEL, THE PILOT OF THE MOONEY M20C AND HIS 3 PALS WERE ATTEMPTING TO REMOVE FROST WITH PAPER TOWELS AND PLASTIC CREDIT CARDS AFTER BEING TOLD BY THE FUEL TRUCK DRIVER THAT THE ARPT HAD NO ICE REMOVAL SOLUTION. A WITNESS STATED THAT AS THE ATTEMPT WAS BEING MADE TO REMOVE THE FROST & ICE, MORE FROST AND ICE WAS FORMING. WITNESSES WHO OBSERVED THE AIRCRAFT ON THE TAKEOFF STATED THE ROLL WAY VERY LONG; THE CLIMB AND TURNING BANK WAS STEEP; AND THAT THE AIRCRAFT DESCENT ANGLE WAS STEEP. THE ACFT COLLIDED WITH TREES AND BURST INTO FLAMES.

Brief of Accident (Continued)

File No. - 2179

11/14/87

ST. MARYS, PA

A/C Reg. No. N3644H

Time (Lcl) - 2110 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRCRAFT PERFORMANCE, CLIMB CAPABILITY - INADEQUATE
 2. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 3. WING - ICE
 4. ICE/FROST REMOVAL FROM AIRCRAFT - INADEQUATE - PILOT IN COMMAND
 5. WEATHER CONDITION - ICING CONDITIONS
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 2036 10/30/87 AGUADILLA,PR A/C Reg. No. N4081U Time (Lcl) - 1810 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation -PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - CESSNA 150E	Eng Make/Model - CONTINENTAL O-200-A	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1600	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 100 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	AGUADILLA,PR	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	LOCAL	Runway Ident - N/A
Wind Dir/Speed- 090/008 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 8.0 SM	Type of Flight Plan - NONE	Runway Surface - N/A
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Status - N/A
Lowest Ceiling - NONE	Type Apch/Lndg - NONE	
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DUSK		

-----Personnel Information-----

Pilot-In-Command	Age - 43	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Last 30 Days- UNK/NR
		Last 90 Days- 12
		Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

WITNESSES OBSERVED THE ACFT MANEUVERING A LOW ALT OVER OCEAN WATER NEAR A SHORELINE. THEY SAW IT PULL UP SHARPLY TO CLEAR A COMMERCIAL BOAT DOCK, THEN NOSE OVER & IMPACT THE WATER IN A NOSE LOW, RGT WING LOW ATTITUDE. THE ACFT SANK & CAME TO REST IN 30' OF WATER. NO PREIMPACT PART FAILURE OR MALFUNCTION WAS FOUND. TOXICOLOGY CHECKS SHOWED THE PLT HAD A BLOOD/ALCOHOL LVL OF 0.13% & A URINE/ALCOHOL LVL OF 0.20%. THE ACFT OWNER FILED AN ACFT THEFT RPRT AFTER THE ACDNT.

Brief of Accident (Continued)

File No. - 2036

10/30/87

AGUADILLA,PR

A/C Reg. No. N4081U

Time (Lc1) - 1810 AST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. JUDGEMENT - POOR - PILOT IN COMMAND
 2. PHYSICAL IMPAIRMENT(ALCOHOL) - PILOT IN COMMAND
 3. STOLEN AIRCRAFT/UNAUTHORIZED USE
 4. MANEUVER - INITIATED -
 5. AIRSPEED - INADEQUATE - PILOT IN COMMAND
 6. STALL - INADVERTENT - PILOT IN COMMAND
-

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) 1,2,5,6

Brief of Accident

File No. - 2120 11/20/87 SAN JUAN,PR A/C Reg. No. N4111P Time (Lcl) - 1500 AST

-----Basic Information-----

Type Operating Certificate	-ON-DEMAND AIR TAXI	Aircraft Damage				
Name of Carrier	-FAJARDO AIR SERVICES, INC	SUBSTANTIAL				
Type of Operation	-NON SCHED,DOMESTIC,PASSENGER	Fire	Crew	0	0	0
Flight Conducted Under	-14 CFR 135	NONE	Pass	0	0	0
Accident Occurred During	-LANDING					

-----Aircraft Information-----

Make/Model	- NORTH AMERICAN 500	Eng Make/Model	- LYCOMING O-520	ELT Installed/Activated	- YES/YES
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 2	Stall Warning System	- YES
Max Gross Wt	- 6000	Engine Type	- RECIPROCATING-CARBURETOR		
No. of Seats	- 7	Rated Power	- 250 HP		

-----Environment/Operations Information-----

Weather Data		Itinerary		Airport Proximity	
Wx Briefing	- FSS	Last Departure Point		ON AIRPORT	
Method	- TELEPHONE	VIEQUES,PR			
Completeness	- WEATHER NOT PERTINENT	Destination		Airport Data	
Basic Weather	- VMC	SAME AS ACC/INC		LUIZ MUNOZ MARIN INT'L	
Wind Dir/Speed	- 090/009 KTS			Runway Ident	- 10
Visibility	- 15.0 SM	ATC/Airspace		Runway Lth/Wid	- 8000/ 150
Lowest Sky/Clouds	- 4000 FT SCATTERED	Type of Flight Plan	- NONE	Runway Surface	- CONCRETE
Lowest Ceiling	- NONE	Type of Clearance	- NONE	Runway Status	- DRY
Obstructions to Vision	- NONE	Type Apch/Lndg	- STRAIGHT-IN		
Precipitation	- NONE		FULL STOP		
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,ATP	Current - YES	Total - 5992	Last 24 Hrs - 6
SE LAND,ME LAND	Months Since - 2	Make/Model - 47	Last 30 Days- UNK/NR
	Aircraft Type - NA-500	Instrument - 135	Last 90 Days- 157
		Multi-Eng - 4476	

Instrument Rating(s) - AIRPLANE

-----Narrative-----

WHILE ON A PART 135 NON-SCHEDULED DOMESTIC PASSENGER FLT IN VFR CONDITIONS, THE PLT LANDED THE ACFT GEAR UP. OPERATIONAL CHECK OF THE LANDING GEAR & WARNING HORN REVEALED NO FAILURE OR MALFUNCTION.

Brief of Accident (Continued)

File No. - 2120

11/20/87

SAN JUAN, PR

A/C Reg. No. N4111P

Time (Lc1) - 1500 AST

Occurrence #1 GEAR NOT EXTENDED
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

1. CHECKLIST - NOT FOLLOWED - PILOT IN COMMAND
2. GEAR EXTENSION - NOT PERFORMED - PILOT IN COMMAND
3. WHEELS UP LANDING - INADVERTENT -

----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. - 2167 12/19/87 GUVATE, PR A/C Reg. No. N5123G Time (Lcl) - 1030 AST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries				
		DESTROYED		Fatal	Serious	Minor	None	
Type of Operation	-POSITIONING	Fire	Crew	0	1	0	0	
Flight Conducted Under	-14 CFR 91	NONE	Pass	0	0	0	0	
Accident Occurred During	-DESCENT							

-----Aircraft Information-----

Make/Model	- CESSNA 172	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	OFF AIRPORT/STRIP
Method	- N/A	SAN JUAN, PR	
Completeness	- N/A	Destination	Airport Data
Basic Weather	- VMC	ROOSEVELT ROADS, PR	Runway Ident
Wind Dir/Speed	- 070/007 KTS		- N/A
Visibility	- 12.0 SM	ATC/Airspace	Runway Lth/Wid
Lowest Sky/Clouds	- 2500 FT SCATTERED	Type of Flight Plan	- N/A
Lowest Ceiling	- 4000 FT BROKEN	Type of Clearance	- N/A
Obstructions to Vision	- NONE	Type Apch/Lndg	- N/A
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 29	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - YES	Total	- 200
SE LAND	Months Since - 5	Make/Model	- 135
	Aircraft Type - UNK/NR	Instrument	- 0
		Last 24 Hrs	- UNK/NR
		Last 30 Days	- UNK/NR
		Last 90 Days	- 41

Instrument Rating(s) - NONE

-----Narrative-----

THE PRIVATE PILOT BECAME SEPARATED FROM THE FORMATION OF 4 AIRCRAFT AND ENTERED AN AREA OF DETERIORATING WEATHER. HE DESCENDED AND ATTEMPTED TO MAINTAIN VISUAL CONTACT WITH THE GROUND AND STRUCK TREES AND CRASHED. THE PILOT WAS NOT INSTRUMENT RATED AND DID NOT OBTAIN A WEATHER BRIEFING PRIOR TO THE FLIGHT.

Brief of Accident (Continued)

File No. - 2167

12/19/87

GUVATE,PR

A/C Reg. No. N5123G

Time (Lcl) - 1030 AST

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER SERVICE - NOT OBTAINED - PILOT IN COMMAND
3. WEATHER CONDITION - RAIN
4. BECAME LOST/DISORIENTED - INADVERTENT - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - ATTEMPTED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - NORMAL

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) 2,4,5

Factor(s) relating to this accident is/are finding(s) 1,3,6

Brief of Accident

File No. - 2186 12/26/87 SAN JUAN, PR A/C Reg. No. N705AA Time (Lcl) - 1135 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage	Injuries			
Name of Carrier	-AMERICAN 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	-TAXI		Other	0	0	0
						6
						106
						88

-----Aircraft Information-----

Make/Model	- BOEING 727-200	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 140	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity	
Wx Briefing	- COMPANY	ON AIRPORT	
Method	- TELETYPE		
Completeness	- UNK/NR	Airport Data	
Basic Weather	- VMC	LUIS MUNOZ MARIN INT'L	
Wind Dir/Speed	- 080/012 KTS	Runway Ident	- UNK/NR
Visibility	- 13.0 SM	Runway Lth/Wid	- UNK/NR
Lowest Sky/Clouds	- 2500 FT SCATTERED	Runway Surface	- UNK/NR
Lowest Ceiling	- NONE	Runway Status	- UNK/NR
Obstructions to Vision	- NONE		
Precipitation	- NONE		
Condition of Light	- DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 54	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP	Current - YES	Total - 20000	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 8000	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N705AA WAS NUMBER TWO IN POSITION FOR TAKEOFF BEHIND N893AA. N705AA RECEIVED TAKEOFF CLEARANCE FIRST AND AS IT BEGAN TO TAXI TO THE RUNWAY IT'S LEFT WING TIP STRUCK AND PASSED UNDER THE RIGHT WING TIP OF N893AA.

Brief of Accident (Continued)

File No. - 2186

12/26/87

SAN JUAN, PR

A/C Reg. No. N705AA

Time (Lcl) - 1135 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT

Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. CLEARANCE - MISJUDGED - PILOT IN COMMAND
 2. OBJECT - AIRCRAFT PARKED
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2

Brief of Accident

File No. - 2186 12/26/87 SAN JUAN, PR A/C Reg. No. N893AA Time (Lcl) - 1135 AST

-----Basic Information-----

Type Operating Certificate	AIR CARRIER - FLAG/DOMESTIC	Aircraft Damage					
Name of Carrier	-AMERICAN AIRLINES, INC.	MINOR					
Type of Operation	-SCHEDULED, DOMESTIC, PASSENGER	Fire		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 121	NONE	Crew	0	0	0	6
Accident Occurred During	-STANDING		Pass	0	0	0	82
			Other	0	0	0	112

-----Aircraft Information-----

Make/Model	- BOEING 727-223	Eng Make/Model	- P & W JT8D	ELT Installed/Activated	- UNK/NR
Landing Gear	- TRICYCLE-RETRACTABLE	Number Engines	- 3	Stall Warning System	- YES
Max Gross Wt	- 142000	Engine Type	- TURBOFAN		
No. of Seats	- 140	Rated Power	- 14500 LBS THRUST		

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - COMPANY	Last Departure Point	ON AIRPORT
Method - TELETYPE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	CHICAGO, IL	LUIS MUNIZ MARIN INT'L
Wind Dir/Speed- 080/012 KTS	ATC/Airspace	Runway Ident - UNK/NR
Visibility - 13.0 SM	Type of Flight Plan - IFR	Runway Lth/Wid - UNK/NR
Lowest Sky/Clouds - 2500 FT SCATTERED	Type of Clearance - IFR	Runway Surface - UNK/NR
Lowest Ceiling - NONE	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	- UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
ATP, CFI, FLT ENG	Current - YES	Total - 12357	Last 24 Hrs - UNK/NR
SE LAND, ME LAND	Months Since - UNK/NR	Make/Model - 5375	Last 30 Days - UNK/NR
	Aircraft Type - UNK/NR	Instrument - 0	Last 90 Days - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

N705AA WAS NUMBER TWO IN POSITION FOR TAKEOFF BEHIND N893AA. N705AA RECEIVED TAKEOFF CLEARANCE FIRST AND AS IT BEGAN TO TAXI TO THE RUNWAY IT'S LEFT WING TIP STRUCK AND PASSED UNDER THE RIGHT WING TIP OF N893AA.

Brief of Accident (Continued)

File No. - 2186

12/26/87

SAN JUAN, PR

A/C Reg. No. N893AA

Time (Lc1) - 1135 AST

Occurrence #1 ON GROUND COLLISION WITH OBJECT
Phase of Operation STANDING - ENGINE(S) OPERATING

Finding(s)

1. OBJECT - AIRCRAFT MOVING ON GROUND
2. CLEARANCE - MISJUDGED - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2084

8/05/87

BURRVILLE, RI

A/C Reg. No. N2285Z

Time (Lcl) - 1646 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
SUBSTANTIAL
Fire
NONE

	Fatal	Serious	Minor	None
Crew	0	0	0	1
Pass	0	0	0	1

-----Aircraft Information-----

Make/Model - ROBINSON R22
Landing Gear - SKID
Max Gross Wt - UNK/NR
No. of Seats - 2

Eng Make/Model - LYCOMING O-320-B2C
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 131 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
STERLING, MA
Destination
LOCAL

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - WATER - CHOPPY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND
HELICOPTER

Age - 44
Biennial Flight Review
Current - YES
Months Since - 11
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	2220
Make/Model-	120
Instrument-	UNK/NR
Multi-Eng -	UNK/NR
Last 24 Hrs -	7
Last 30 Days-	UNK/NR
Last 90 Days-	40
Rotorcraft -	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

AIRCRAFT LOST ENGINE POWER SHORTLY AFTER TAKEOFF AT AN ALTITUDE OF ABOUT 200 FEET. PILOT ATTEMPTED TO AUTOROTATE BACK TO THE LAKE BUT DURING A TURN TO AVOID COLLISION WITH A BOAT, THE HELICOPTER CRASHED INTO THE WATER. THE REASON FOR THE ENGINE POWER LOSS WAS NOT DETERMINED. THE PLT STATED HE BELIEVED THE ENG FAILURE WAS A RESULT OF WATER IN THE AIR FILTER STARVING THE ENGINE OF AIR. AFTER THE ACCIDENT THE ACFT ENG WAS INVERTED IN THE WATER FOR APPROXIMATELY 1 HOUR. IT WAS NOT ESTABLISHED HOW MUCH FUEL, IF ANY, REMAINED IN THE ACFT AT THE TIME OF THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2084

8/05/87

BURRVILLE, RI

A/C Reg. No. N2285Z

Time (Lcl) - 1646 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 - ATTEMPTED -

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)
3. MANEUVER - ATTEMPTED - PILOT IN COMMAND
4. TERRAIN CONDITION - WATER

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2024 10/21/87 CONWAY, SC A/C Reg. No. N94126 Time (Lcl) - 1422 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries			
Type of Operation - INSTRUCTIONAL	Fire	Crew	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	Pass	0	0	0	0
Accident Occurred During -LANDING						

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-N2C	ELT Installed/Activated - YES/YES
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 108 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - UNK/NR	Last Departure Point	ON AIRPORT
Method - UNK/NR	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - VMC	LOCAL	CONWAY HARRY COUNTY
Wind Dir/Speed- 350/008 KTS	ATC/Airspace	Runway Ident - 04
Visibility - 7.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4400/ 75
Lowest Sky/Clouds - 3000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - FULL STOP	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 48
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 48
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 48

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT WAS PERFORMING A NORMAL LANDING WITH A CROSSWIND FROM THE LEFT. THE ACFT WAS DRIFTING TO THE RIGHT AT TOUCHDOWN AND WAS PARTIALLY OFF THE RWY TO THE RIGHT. THE PLT ATTEMPTED TO USE THE BRAKES AND KEEP THE ACFT'S GROUND TRACK PARALLEL WITH THE RWY, HOWEVER IT CONTINUED TO SKID TO THE RIGHT. THE ACFT'S NOSEWHEEL DROPPED INTO A DITCH AND THE ACFT NOSED OVER.

Brief of Accident (Continued)

File No. - 2024

10/21/87

CONWAY, SC

A/C Reg. No. N94126

Time (Lcl) - 1422 EDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
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) 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. - 2178 12/10/87 HILTON HEAD ISL, SC A/C Reg. No. N777RC Time (Lcl) - 2230 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage

DESTROYED

Fatal

Injuries

Serious

Minor

None

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -DESCENT

Fire

NONE

Crew

Pass

1

1

0

0

0

0

0

0

-----Aircraft Information-----

Make/Model - CESSNA 421A

Landing Gear - TRICYCLE-RETRACTABLE

Max Gross Wt - 6840

No. of Seats - 6

Eng Make/Model - CONTINENTAL GTS10-520-D

Number Engines - 2

Engine Type - RECIP-FUEL INJECTED

Rated Power - 375 HP

ELT Installed/Activated - YES/YES

Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS

Method - TELEPHONE

Completeness - FULL

Basic Weather - IMC

Wind Dir/Speed- 190/004 KTS

Visibility - 1.000 SM

Lowest Sky/Clouds - 400 FT PART OBS

Lowest Ceiling - NONE

Obstructions to Vision- FOG

Precipitation - NONE

Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point

HILTON HEAD ISL, SC

Destination

COOKEVILLE, TN

ATC/Airspace

Type of Flight Plan - IFR

Type of Clearance - IFR

Type Apch/Lndg - NONE

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

HILTON HEAD

Runway Ident - 21

Runway Lth/Wid - 4300/ 75

Runway Surface - GRASS/TURF

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 65

Biennial Flight Review

Current - YES

Months Since - 9

Aircraft Type - C-310

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 4970

Make/Model- 162

Instrument- 193

Multi-Eng - 856

Last 24 Hrs - 2

Last 30 Days- 33

Last 90 Days- 79

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT DEPTED COASTAL ARPT AT NIGHT WITH 400 FT PARTIAL OBSCURATION IN PATCHY FOG. GROUND WITNESSES WHO HEARD ACFT DEPICTED A CIRCLING FLT PATH TO THE RIGHT AFTER TAKEOFF. ENG, PROP & TURBO TEARDOWNS DEMONSTRATED BOTH ENGS WERE OPERATING AT HIGH POWER & NO EVIDENCE WAS FOUND OF A PRE-IMPACT MALFUNCTION. ACFT NEVER APPEARED ON RADAR AND NO COMM WAS ATTEMPTED AFTER TAKEOFF. REVIEW OF PILOT RECORDS SHOWED ATYPICALLY LOW TOTAL INSTRUMENT FLT HOURS. PIC WAS CLEARED TO MAINTAIN RUNWAY HEADING AFTER TAKEOFF AND CLIMB TO 2000 FEET.

Brief of Accident (Continued)

File No. - 2178

12/10/87

HILTON HEAD ISL, SC

A/C Reg. No. N777RC

Time (Lcl) - 2230 EST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

1. WEATHER CONDITION - FOG
2. LIGHT CONDITION - DARK NIGHT
3. CLIMB - NOT PERFORMED - PILOT IN COMMAND
4. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,4

Factor(s) relating to this accident is/are finding(s) 1,2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2068 11/14/87 MURFREESBORO, TN A/C Reg. No. N41298 Time (Lc1) - 0800 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage	Injuries			
Type of Operation	-PERSONAL	SUBSTANTIAL	Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew 0	0	0	1
Accident Occurred During	-TAXI	NONE	Pass 0	0	0	1

-----Aircraft Information-----

Make/Model	- PIPER PA-34-200	Eng Make/Model	- LYCOMING IO-360-C1E6	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	- 6	Rated Power	- 200 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	UNK/NR	MURFREESBORO MUNI
Wind Dir/Speed	ATC/Airspace	Runway Ident
Visibility	Type of Flight Plan	- UNK/NR
Lowest Sky/Clouds	- NONE	Runway Lth/Wid
Lowest Ceiling	- NONE	- UNK/NR
Obstructions to Vision	Type of Clearance	- UNK/NR
Precipitation	- NONE	Runway Surface
Condition of Light	Type Apch/Lndg	- UNK/NR
		Runway Status
		- UNK/NR

-----Personnel Information-----

Pilot-In-Command	Age - 22	Medical Certificate	- VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
COMMERCIAL,CFI	Current	- YES	Total - 950
SE LAND,ME LAND,SE SEA	Months Since	- 2	Make/Model- 250
	Aircraft Type	- UNK/NR	Instrument- 165
			Multi-Eng - 300
			Last 24 Hrs - 6
			Last 30 Days- UNK/NR
			Last 90 Days- 194

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE RT WHEEL BRAKE FAILED WHILE THE AIRPLANE WAS TAXIING ON A PARALLEL TAXIWAY. THE FAILURE OCCURRED NEAR THE END OF THE TAXIWAY, JUST AS THE PLT WAS ABOUT TO TURN THE AIRPLANE ONTO THE RWY. THE PLT SUBSEQUENTLY ATTEMPTED TO TURN THE AIRPLANE USING DIFFERENTIAL POWER. THE AIRPLANE CROSSED THE RWY AND RAN INTO TREES ON THE OPPOSITE SIDE OF THE RWY. THE PLT PULLED THE MIXTURE CONTROLS TO IDLE CUTOFF JUST BEFORE THE AIRPLANE RAN OFF THE RWY. THE AIRPLANE SUSTAINED STRUCTURAL DAMAGE TO ONE OF THE WINGS. POST-ACCIDENT EXAMINATION OF THE RT BRAKE REVEALED THAT THE BRAKE PADS WERE COMPLETELY WORN AWAY. THE ACFT RPTDLY UNDERWENT AN ANNUAL INSPECTION ABOUT 1 MONTH BEFORE THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2068

11/14/87

MURFREESBORO, TN

A/C Reg. No. N41298

Time (Lcl) - 0800 CST

Occurrence #1 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

1. LANDING GEAR, NORMAL BRAKE SYSTEM - WORN
-

Occurrence #2 LOSS OF CONTROL - ON GROUND
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

2. DIRECTIONAL CONTROL - REDUCED -
 3. REMEDIAL ACTION - IMPROPER - PILOT IN COMMAND
 4. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
-

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAXI - TO TAKEOFF

Finding(s)

5. OBJECT - TREE(S)
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 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. - 2070 12/12/87 PORTLAND, TN A/C Reg. No. N5995G Time (Lcl) - 1130 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
Type of Operation - INSTRUCTIONAL	Fire	Crew 0	Serious 0	Minor 0	None 1
Flight Conducted Under - 14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During - LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 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 - 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	PORTLAND MUNI
Wind Dir/Speed- 270/010 KTS	ATC/Airspace	Runway Ident - 19
Visibility - UNK/NR	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 75
Lowest Sky/Clouds - CLEAR	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - NONE	Type Apch/Lndg - TRAFFIC PATTERN	Runway Status - DRY
Obstructions to Vision- NONE	FULL STOP	
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - UNK/NR	Medical Certificate - UNK/NR
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
STUDENT	Current - N/A	Total - 32
	Months Since - N/A	Last 24 Hrs - 1
	Aircraft Type - N/A	Make/Model- 32
		Last 30 Days- UNK/NR
		Instrument- 0
		Last 90 Days- 4

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PLT RPTD THAT THE AIRPLANE VEERED OFF THE RT SIDE OF THE RWY INTO A DITCH WHILE LDG IN X-WIND CONDITIONS. THE STUDENT PLT ESTIMATED THAT THE WIND VELOCITY WAS 10 KTS WITH GUSTS TO 20 KTS. THE STUDENT RPTDLY HAD ABOUT 32 HRS TOTAL FLT EXPERIENCE, WHICH INCLUDED ABOUT 6 HRS TOTAL PIC (SOLO) TIME.

Brief of Accident (Continued)

File No. - 2070

12/12/87

PORTLAND, TN

A/C Reg. No. N5995G

Time (Lc1) - 1130 CST

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. WEATHER CONDITION - GUSTS
 3. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 4. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND
 5. GROUND LOOP/SWERVE - INADVERTENT - PILOT IN COMMAND
-

Occurrence #2 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

6. TERRAIN CONDITION - DITCH
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 3,5

Factor(s) relating to this accident is/are finding(s) 1,2,4

Brief of Accident

File No. - 2045

5/25/87

SHERMAN, TX

A/C Reg. No. N85Q

Time (Lcl) - 1140 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

		Injuries			
		Fatal	Serious	Minor	None
Crew	0	0	0	0	1
Pass	0	0	0	0	0

Type of Operation - PERSONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - QUICKIE Q2
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 1200
No. of Seats - 1

Eng Make/Model - VOLKSWAGON GLOBAL
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 37 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
SHERMAN, TX
Destination
LOCAL

Airport Proximity
ON AIRPORT

Airport Data

GRAYSON COUNTY
Runway Ident - 17L
Runway Lth/Wid - 9000/ 150
Runway Surface - ASPHALT
Runway Status - DRY

Wind Dir/Speed- 180/013 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 2000 FT SCATTERED

Lowest Ceiling - 10000 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)

COMMERCIAL
SE LAND, ME LAND
GLIDER

Age - 45

Biennial Flight Review

Current - YES
Months Since - UNK/NR
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total	-	3000	Last 24 Hrs	-	1
Make/Model	-	90	Last 30 Days	-	10
Instrument	-	400	Last 90 Days	-	20
Multi-Eng	-	1500			

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT STATED THAT DURING THE TAKEOFF RUN THE LEFT SIDE OF THE AIRCRAFT APPEARED TO BE DEVELOPING MORE LIFT THAN THE RIGHT. THE RIGHT WING TIP DRAGGED, CAUSING THE AIRCRAFT TO VEER TO THE RIGHT SIDE INTO THE MUD WHERE IT FLIPPED INVERTED BEFORE STOPPING. POST ACCIDENT EXAMINATION FAILED TO REVEAL EVIDENCE OF PRE-ACCIDENT CONTROL PROBLEMS.

Brief of Accident (Continued)

File No. - 2045

5/25/87

SHERMAN, TX

A/C Reg. No. N85Q

Time (Lc1) - 1140 CDT

Occurrence #1 DRAGGED WING, ROTOR, POD, OR FLOAT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

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. - 2194 6/09/87 EL PASO, TX

A/C Reg. No. N39JB

Time (Lcl) - 1933 MDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	0	0	0
Pass		1	0	0	0

-----Aircraft Information-----

Make/Model - BEECH V35A
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 3400
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-520-BA2
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 50.0 SM
Lowest Sky/Clouds - 6000 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
SAME AS ACC/INC
Destination
SANTA TERESA, NM

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - METAL/WOOD
Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 30
Biennial Flight Review
Current - NO
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)
Total - 466 Last 24 Hrs - 2
Make/Model- 38 Last 30 Days- 28
Instrument- 82 Last 90 Days- 75

Instrument Rating(s) - NONE

-----Narrative-----

ACFT EXPERIENCED A COMPLETE PWR LOSS SHORTLY AFTER TAKEOFF AND SUBSEQUENTLY STRUCK A HOUSE DURING THE ENSUING FORCED LANDING. NO EVIDENCE OF MECHANICAL FAILURE OR MALFUNCTION WAS FOUND DURING THE INVESTIGATION. EVIDENCE DID INDICATE THAT ONE TANK WAS EITHER DRY OR WAS UNPORTED DURING THE DEPARTURE TURN. RADAR DATA INDICATED THAT ACFT WAS IN A LEFT TURN IMMEDIATELY PRIOR TO THE PWR LOSS. FIRE DAMAGE PATTERN INDICATED AT LEAST RESIDUAL FUEL ON BOARD AT TIME OF IMPACT. PLT, WHO WAS ALSO AN A&P MECHANIC, STATED TO ATC THAT HE WAS "APPARENTLY" OUT OF GAS" AND THAT HE COULD NOT GET THE ENG RESTARTED. PLT HAD RECENTLY BEEN ADMONISHED BY AN INSTRUCTOR FOR NOT TAXIING OUT AND TAKING OFF ON THE FULLEST TANK.

Brief of Accident (Continued)

File No. - 2194

6/09/87

EL PASO, TX

A/C Reg. No. N39JB

Time (Lcl) - 1933 MDT

Occurrence #1 LOSS OF POWER(TOTAL) - NON-MECHANICAL
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - IMPROPER - PILOT IN COMMAND
 2. FUEL TANK SELECTOR POSITION - IMPROPER - PILOT IN COMMAND
 3. FLUID, FUEL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - RESIDENCE
 5. TERRAIN CONDITION - NONE SUITABLE
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2044 6/17/87 NEW TAITON, TX A/C Reg. No. N731XQ Time (Lcl) - 1345 CDT

-----Basic Information-----

Type Operating Certificate-AGRICULTURAL AIRCRAFT

Type of Operation -AERIAL APPLICATION
Flight Conducted Under -14 CFR 137
Accident Occurred During -LANDING

Aircraft Damage
SUBSTANTIAL
Fire NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		0	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA A188B
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 4200
No. of Seats - 1

Eng Make/Model - CONTINENTAL IO 520D
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 300 HP

ELT Installed/Activated - NO -N/A
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 170/011 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 3500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
NEW TAITON, TX
Destination
LOCAL

Airport Proximity
ON AIRSTRIP

Airport Data

PRIVATE STRIP
Runway Ident - 35
Runway Lth/Wid - 4250/ 50
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 7
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Flight Time (Hours)
Total - 4868
Make/Model- 3148
Instrument- UNK/NR
Multi-Eng - UNK/NR
Last 24 Hrs - 4
Last 30 Days- 60
Last 90 Days- 175
Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT WAS OBSERVED DEPARTING ON RWY 35 OF A 4,250' PVT AG STRIP AFTER HAVING BEEN LOADED TO NEAR CAPACITY WITH 46% NITROGEN FERTILIZER. ACFT LIFTED OFF, CROSSED A FENCE PARALLEL TO THE RWY AND STRUCK A FENCE THAT WAS PERPENDICULAR TO THE NORTH END OF THE RWY. AFTER STRIKING THE FENCE, ACFT SETTLED TO THE GRND IN AN ADJACENT PASTURE. THE ACFT'S RT WING STRUCK AND RODE UP OVER A LAND PLANE. THE ACFT SUBSEQUENTLY STRUCK A SERIES OF RICE HARROWS THAT WERE SUPPORTED BY A BARREL, FLIPPED OVER AND SLID TO A STOP INVERTED. PLT RECEIVED SERIOUS HEAD AND NECK INJURIES. HIS SHOULDER HARNESS SUPPORT MOUNT SEPARATED AND EXHIBITED EXTENSIVE CORROSION. EVIDENCE INDICATED THAT CORROSION HAD BEEN PREVIOUSLY TREATED. DATA INDICATED THAT THE ACFT DEPARTED WITH A 11 KNOT TAIL WIND ON GRASS STRIP WHICH INCREASED THE T/O ROLL BY 65% OR APPROX 1,000 TO 2,235'. PLT INITIATED DUMPING AFTER LIFT OFF AT MID-FIELD.

Brief of Accident (Continued)

File No. - 2044

6/17/87

NEW TAITON, TX

A/C Reg. No. N731XQ

Time (Lcl) - 1345 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. OBJECT - FENCE
2. LIFT-OFF - PREMATURE - PILOT IN COMMAND
3. WEATHER CONDITION - TAILWIND
4. LOAD JETTISON - INITIATED -
5. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

6. OBJECT - VEHICLE

Occurrence #3 AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation OTHER

7. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - SEPARATION
8. MISC EQPT/FURNISHINGS, SHOULDER HARNESS - CORRODED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,5

Factor(s) relating to this accident is/are finding(s) 1,3,6,7,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2180 6/26/87 ARLINGTON, TX A/C Reg. No. N172SL Time (Lcl) - 2005 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage	Injuries			
	DESTROYED	Fatal	Serious	Minor	None
Type of Operation -PERSONAL	Fire	Crew 1	0	0	0
Flight Conducted Under -14 CFR 91	NONE	Pass 1	0	0	0
Accident Occurred During -DESCENT					

-----Aircraft Information-----

Make/Model - ROLLINS STARLITE	Eng Make/Model - ROTAX 447	ELT Installed/Activated - NO -N/A
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
Max Gross Wt - 500	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 1	Rated Power - 40 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	ARLINGTON
Wind Dir/Speed- 050/010 KTS	ATC/Airspace	Runway Ident - 34
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 4000/ 100
Lowest Sky/Clouds - N/A	Type of Clearance - NONE	Runway Surface - CONCRETE
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - NONE	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 33	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - YES	Total - 156
SE LAND	Months Since - 11	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- 10
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- 9

Instrument Rating(s) - NONE

-----Narrative-----

THIS WAS THE FIRST FLIGHT FOR THE 156 HOUR PRIVATE PILOT IN THIS MAKE AND MODEL AIRPLANE, HOWEVER, HE HAD PREVIOUSLY MADE SEVERAL HIGH SPEED TAXI RUNS IN IT. ACCORDING TO WITNESSES, THE PILOT USED ONLY ABOUT HALF THROTTLE FOR THE ATTEMPTED TAKEOFF. THE AIRCRAFT REPORTEDLY SHOULD HAVE LIFTED OFF WITHIN 300 FEET, BUT INSTEAD, IT FAILED TO BREAK GROUND UNTIL IT WAS ABOUT 2,000 FEET DOWN THE RUNWAY. IT CLIMBED TO ABOUT 50 FEET AGL AND THEN THE NOSE PITCHED UP TO ABOUT A 20 DEGREE ATTITUDE AND THE AIRSPEED DROPPED TO ABOUT 30 MPH OR LESS. IT THEN STALLED AND ROLLED SHARPLY LEFT AND WENT INVERTED. THE AIRCRAFT THEN ENTERED A NEAR VERTICAL NOSE DOWN ATTITUDE WHICH WAS MAINTAINED UNTIL GROUND IMPACT OCCURRED. POSTACCIDENT EXAMINATION OF THE WRECKAGE REVEALED NO EVIDENCE OF AIRCRAFT, ENGINE, OR SYSTEM FAILURE OR MALFUNCTION. LIKEWISE, THE PATHOLOGICAL AND TOXICOLOGICAL EXAMINATION OF THE PILOT REVEALED NO SIGNIFICANT FINDINGS.

Brief of Accident (Continued)

File No. - 2180

6/26/87

ARLINGTON, TX

A/C Reg. No. N172SL

Time (Lc1) - 2005 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
2. IMPROPER USE OF PROCEDURE, LACK OF FAMILIARITY WITH AIRCRAFT - PILOT IN COMMAND
3. POWERPLANT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND
4. FLIGHT CONTROLS - IMPROPER USE OF - 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

Factor(s) relating to this accident is/are finding(s) 2

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2038 7/19/87 BRENHAM, TX A/C Reg. No. N84861 Time (Lcl) - 1845 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries Serious	Minor	None
Type of Operation -INSTRUCTIONAL	Fire	0	0	0	1
Flight Conducted Under -14 CFR 91	NONE	0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 172K	Eng Make/Model - LYCOMING O-320-E2D	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2150	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 150 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity ON AIRPORT
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point BRENHAM, TX	
Method - N/A	Destination SAME AS ACC/INC	Airport Data BRENHAM MUNICIPAL
Completeness - N/A		Runway Ident - 16
Basic Weather - VMC	ATC/Airspace	Runway Lth/Wid - 4000/ 75
Wind Dir/Speed- 090/010 KTS	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Visibility - 10.0 SM	Type of Clearance - NONE	Runway Status - DRY
Lowest Sky/Clouds - CLEAR	Type Apch/Lndg - TRAFFIC PATTERN	
Lowest Ceiling - NONE	TOUCH AND GO	
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)
STUDENT	Current - N/A	Total - 65
	Months Since - N/A	Last 24 Hrs - 2
	Aircraft Type - N/A	Make/Model- 65
		Last 30 Days- UNK/NR
		Instrument- 1
		Last 90 Days- 52

Instrument Rating(s) - NONE

-----Narrative-----

THE STUDENT PILOT LOST DIRECTIONAL CONTROL DURING THE LANDING ROLL. THE AIRCRAFT VEERED OFF THE RUNWAY AND NOSED OVER TO THE INVERTED POSITION WHEN THE NOSE GEAR DROPPED INTO A HOLE HIDDEN BY TALL GRASS.

Brief of Accident (Continued)

File No. - 2038

7/19/87

BRENHAM, TX

A/C Reg. No. N84861

Time (Lcl) - 1845 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation LANDING - ROLL

Finding(s)

1. DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
-

Occurrence #2 NOSE OVER
Phase of Operation LANDING - ROLL

Finding(s)

3. TERRAIN CONDITION - DITCH
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2195 7/24/87 CRYSTAL CITY, TX A/C Reg. No. N448 Time (Lcl) - 1700 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	1	0	0

-----Aircraft Information-----

Make/Model - CESSNA 421C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 6800
No. of Seats - 6

Eng Make/Model - CONTINENTAL GTS10-520-N ELT Installed/Activated - YES/NO
Number Engines - 2 Stall Warning System - YES
Engine Type - RECIP-FUEL INJECTED
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- 090/010 KTS

Visibility - 15.0 SM

Lowest Sky/Clouds - 4000 FT SCATTERED

Lowest Ceiling - 12000 FT BROKEN

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

BEAUMONT, TX

Destination

SAME AS ACC/INC

Airport Proximity

ON AIRSTRIP

Airport Data

H & F RANCHSTRIP

Runway Ident - 25

Runway Lth/Wid - 3000/ 30

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - TRAFFIC PATTERN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL

SE LAND, ME LAND

Age - 72

Biennial Flight Review

Current - YES

Months Since - 2

Aircraft Type - C-421C

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 11000

Make/Model- UNK/NR

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- UNK/NR

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE PILOT LANDED DOWNWIND ON HIS PRIVATE STRIP. THE EXACT AMOUNT OF THE TAILWIND COULD NOT BE DETERMINED. A THUNDERSTORM WAS LOCATED JUST TO THE EAST OF THE RUNWAY AND COULD HAVE READILY GIVEN N448 A STRONG TAILWIND. THE AIRCRAFT TOUCHED DOWN 390 FEET BEYOND THE THRESHOLD. LIGHT BRAKING ACTION WAS EVIDENT FROM THAT POINT UP TO A POINT 400 FEET FROM A HANGAR WHERE ALL TIRE MARKS DISAPPEARED. THE AIRCRAFT COLLIDED WITH THE HANGAR, WHICH WAS BUILT AT THE END OF AND ACROSS THE RUNWAY, APPROXIMATELY 10 FEET ABOVE THE RUNWAY SURFACE AND WAS DESTROYED BY THE SUBSEQUENT POST CRASH FIRE.

Brief of Accident (Continued)

File No. - 2195

7/24/87

CRYSTAL CITY, TX

A/C Reg. No. N448

Time (Lc1) - 1700 CDT

Occurrence #1 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - ABORTED

Finding(s)

1. OBJECT - BUILDING(NONRESIDENTIAL)
2. BRAKES(NORMAL) - IMPROPER USE OF - PILOT IN COMMAND
3. ABORTED LANDING - DELAYED - PILOT IN COMMAND
4. DISTANCE - MISJUDGED - PILOT IN COMMAND
5. WEATHER CONDITION - TAILWIND
6. WRONG RUNWAY - SELECTED - PILOT IN COMMAND

Occurrence #2 FIRE
Phase of Operation LANDING

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2,6

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

Brief of Accident

File No. - 2034 7/27/87 KIRBYVILLE, TX A/C Reg. No. N744C Time (Lcl) - 1515 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - STINSON 108-3
Landing Gear - TAILWHEEL-ALL FIXED
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - CONTINENTAL IO-470
Number Engines - 1
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 - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC

Wind Dir/Speed- 120/008 KTS
Visibility - 7.0 SM
Lowest Sky/Clouds - 2500 FT SCATTERED
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
ORANGE, TX
Destination
SAME AS ACC/INC

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - FORCED LANDING

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - DRY

-----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	- 600	Last 24 Hrs	- UNK/NR
Make/Model-	UNK/NR	Last 30 Days-	UNK/NR
Instrument-	UNK/NR	Last 90 Days-	UNK/NR
Multi-Eng	- UNK/NR	Rotorcraft	- UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT APPROACHED THE KIRBYVILLE AIRPORT IN PREPARATION FOR LANDING, WITNESSES STATED THAT SMOKE WAS OBSERVED COMING FROM THE ENGINE AREA. THE AIRCRAFT IMPACTED 30 FOOT PINE TREES, & CONTROL WAS LOST. THE AIRCRAFT STRUCK A LARGE TREE APPROXIMATELY 5 FEET ABOVE GROUND LEVEL AND BURST INTO FLAMES. THE PILOT APPEARED TO BE ATTEMPTING TO REACH AN OPEN FIELD IMMEDIATELY ADJACENT TO THE POINT OF IMPACT. AN ENGINE TEARDOWN REVEALED NO EVIDENCE OF FAILURE OR MALFUNCTION. THE ACFT AND ENGINE WERE EXTENSIVELY DMGD BY IMPACT AND POSTCRASH FIRE.

Brief of Accident (Continued)

File No. - 2034

7/27/87

KIRBYVILLE, TX

A/C Reg. No. N744C

Time (Lc1) - 1515 CDT

Occurrence #1 LOSS OF ENGINE POWER
Phase of Operation DESCENT - NORMAL

Finding(s)

1. UNDETERMINED

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Finding(s)

2. POWERPLANT - SMOKE

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. OBJECT - TREE(S)

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 3

Brief of Accident

File No. - 2176 8/23/87 LISSIE, TX A/C Reg. No. N4745U Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -FERRY
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	0	0	0	0	0
Other	2	0	0	0	0

-----Aircraft Information-----

Make/Model - CESSNA U206G
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 3600
No. of Seats - 6

Eng Make/Model - CONTINENTAL IO-520
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 285 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/004 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
WHARTON, TX
Destination
OKLAHOMA CITY, OK

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)
ATP
SE LAND, ME LAND, SE SEA

Age - 47
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 - 12000
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 CESSNA AIRCRAFT, N4745U, DEPARTED FROM RUNWAY 32 AT THE MUNICIPAL AIRPORT, WHARTON, TEXAS, ON A NORTHBOUND FLIGHT, ABOUT TWO MINUTES AHEAD OF THE PIPER AIRCRAFT, N1038U. ABOUT 10 MINUTES LATER THE TWO AIRCRAFT EXPERIENCED A MID-AIR COLLISION ABOUT 16 NAUTICAL MILES NORTH-NORTHWEST OF THE DEPARTURE AIRPORT. EVIDENCE REVEALED THAT THE CESSNA WAS OVERTAKING THE PIPER AT THE TIME OF IMPACT. INITIAL CONTACT OCCURRED WHILE THE LONGITUDINAL AXES OF THE TWO AIRCRAFT WERE ABOUT PARALLEL AND THEIR MAGNETIC HEADINGS WERE NEAR THE SAME. THE LONGITUDINAL CENTERLINE OF THE PIPER WAS SLIGHTLY ABOVE AND SLIGHTLY RIGHT OF THAT OF THE CESSNA, HOWEVER, IT WAS MOVING SLIGHTLY LEFT IN RELATION TO THE CESSNA'S FLIGHT PATH. UPON IMPACT THE CESSNA PITCHED UP AND OVER THE PIPER. HOWEVER, ITS WEAKENED FUSELAGE (DUE TO NUMEROUS SLASHES FROM THE PIPER'S LEFT PROPELLER) FOLDED AND SEPARATED. THE SEPARATED SECTION REMAINED UNDER THE PIPER'S LEFT WING THROUGHOUT THE REMAINDER OF THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 2176

8/23/87

LISSIE, TX

A/C Reg. No. N4745U

Time (Lcl) - 1130 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2176 8/23/87 LISSIE, TX A/C Reg. No. N1038U Time (Lcl) - 1130 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -CRUISE

Aircraft Damage
DESTROYED

Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew	1	0	0	0	0
Pass	1	0	0	0	0
Other	1	0	0	0	0

-----Aircraft Information-----

Make/Model - PIPER PA-34-200
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 4000
No. of Seats - 7

Eng Make/Model - LYCOMING IO-360
Number Engines - 2
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 330/004 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
WHARTON, TX
Destination
OKLAHOMA CITY, OK

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
COMMERCIAL
SE LAND, ME LAND

Age - 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 - 12000
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 PIPER AIRCRAFT, N1038U, DEPARTED FROM RUNWAY 32 AT THE MUNICIPAL AIRPORT, WHARTON, TEXAS, ON A NORTHBOUND FLIGHT, ABOUT TWO MINUTES AFTER THE CESSNA AIRCRAFT, N4745U. ABOUT 10 MINUTES LATER THE TWO AIRCRAFT EXPERIENCED A MID-AIR COLLISION ABOUT 16 NAUTICAL MILES NORTH-NORTHWEST OF THE DEPARTURE AIRPORT. EVIDENCE REVEALED THAT THE PIPER WAS OVERTAKEN BY THE CESSNA. INITIAL IMPACT OCCURRED WHILE THE LONGITUDINAL AXES OF THE TWO AIRCRAFT WERE ABOUT PARALLEL AND THEIR MAGNETIC HEADINGS WERE NEAR THE SAME. THE LONGITUDINAL CENTERLINE OF THE PIPER WAS SLIGHTLY ABOVE AND SLIGHTLY RIGHT OF THAT OF THE CESSNA, HOWEVER, IT WAS MOVING SLIGHTLY LEFT OF THE CESSNA'S FLIGHT PATH. UPON IMPACT THE CESSNA PITCHED UP AND OVER THE PIPER, HOWEVER, ITS WEAKENED FUSELAGE (DUE TO NUMEROUS SLASHES FROM THE PIPER'S LEFT PROPELLER) FOLDED AND SEPARATED. THE SEPARATED SECTION REMAINED UNDER THE PIPER'S LEFT WING THROUGHOUT THE REMAINDER OF THE ACCIDENT SEQUENCE.

Brief of Accident (Continued)

File No. - 2176

8/23/87

LISSIE, TX

A/C Reg. No. N1038U

Time (Lc1) - 1130 CDT

Occurrence #1 MIDAIR COLLISION
Phase of Operation CRUISE

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2095 9/05/87 WALLER, TX A/C Reg. No. N5590Q Time (Lcl) - 1742 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation - INSTRUCTIONAL
Flight Conducted Under - 14 CFR 91
Accident Occurred During - DESCENT

Aircraft Damage
DESTROYED
Fire
NONE

		Injuries			
		Fatal	Serious	Minor	None
Crew		1	1	0	0
Pass		0	0	0	0

-----Aircraft Information-----

Make/Model - MOONEY M-20C
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2575
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-A1D
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- 360/005 KTS
Visibility - 10.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision- NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TOMBALL, TX
Destination
LOCAL

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - N/A
Runway Status - N/A

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
COMMERCIAL, CFI
SE LAND

Age - 41
Biennial Flight Review
Current - YES
Months Since - 21
Aircraft Type - C-150

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)	
Total	781
Make/Model-	25
Instrument-	53
Multi-Eng -	4
Last 24 Hrs -	UNK/NR
Last 30 Days-	25
Last 90 Days-	119

Instrument Rating(s) - AIRPLANE

-----Narrative-----

IT WAS REPORTED THAT A PRIVATE PILOT WAS RECEIVING INSTRUMENT FLIGHT INSTRUCTIONS FROM A CFI WHEN THE ACCIDENT OCCURRED. HOWEVER, THE CFI STATED THAT HE WAS INVITED BY THE PVT PLT TO GO WITH HIM ON A SHORT FLIGHT AND THAT HE WAS ONLY A PASSENGER. DURING THE FLIGHT, THE PVT PLT REPORTEDLY STARTED DOING SLOW FLIGHT MANEUVERS AT 3000 FEET MSL. ACCORDING TO THE CFI THE PVT PLT MADE SEVERAL FLIGHT CONTROL INPUTS WHICH TERMINATED WITH THE AIRCRAFT BEING IN AN INVERTED SPIN. WHEN THE PVT PLT MADE NO ATTEMPTS TO RECOVER, THE CFI MADE THE ANNOUNCEMENT THAT HE HAD THE AIRCRAFT. HE STATED THAT THE PVT PLT HAD A COMPLETELY BLANK LOOK ON HIS FACE AND WOULD NOT LET GO OF THE CONTROLS. HE MADE THE ANNOUNCEMENT AGAIN WITH THE SAME RESPONSE. HE THEN FOUGHT THE PVT PLT UNTIL HE GAINED CONTROL. HOWEVER, IT WAS TOO LATE TO AVOID IMPACT WITH TREES, WHICH RESULTED IN THE ACCIDENT.

Brief of Accident (Continued)

File No. - 2095

9/05/87

WALLER, TX

A/C Reg. No. N5590Q

Time (Lcl) - 1742 CDT

Occurrence #1 LOSS OF CONTROL - IN FLIGHT
Phase of Operation MANEUVERING

Finding(s)

1. MANEUVER - ATTEMPTED - DUAL STUDENT
 2. REMEDIAL ACTION - ATTEMPTED - PILOT IN COMMAND(CFI)
 3. RELINQUISHING OF CONTROL - DELAYED - DUAL STUDENT
-

Occurrence #2 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/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) 2,4

Brief of Accident

File No. - 2174 10/08/87 KERRVILLE, TX A/C Reg. No. N57257 Time (Lcl) - 1925 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Aircraft Damage

SUBSTANTIAL

Fire

NONE

Fatal

0

Crew

Pass

0

Injuries

Serious

0

Minor

0

None

2

0

-----Aircraft Information-----

Make/Model - MOONEY M-20-J
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2740
No. of Seats - 4

Eng Make/Model - LYCOMING IO-360
Number Engines - 1
Engine Type - RECIP-FUEL INJECTED
Rated Power - 200 HP

ELT Installed/Activated - YES/NO
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - FSS
Method - IN PERSON
Completeness - UNK/NR
Basic Weather - VMC
Wind Dir/Speed - 120/007 KTS
Visibility - 15.0 SM
Lowest Sky/Clouds - CLEAR
Lowest Ceiling - NONE
Obstructions to Vision - NONE
Precipitation - NONE
Condition of Light - DAYLIGHT

Itinerary

Last Departure Point
TUCSON, AZ
Destination
SAME AS ACC/INC

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 - VFR
Type of Clearance - VFR FLIGHT FOLLOWING
Type Apch/Lndg - FORCED LANDING

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 36

Biennial Flight Review

Current - YES
Months Since - 9
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 234 Last 24 Hrs - 7
Make/Model - 56 Last 30 Days - UNK/NR
Instrument - 38 Last 90 Days - 34

Instrument Rating(s) - NONE

-----Narrative-----

ACFT WAS SUBSTANTIALLY DAMAGED WHEN IT COLLIDED WITH A ROAD SIGN AND THE GRND DURING AN OFF ARPT EMERGENCY LNDG FOLLOWING A COMPLETE ENG FAILURE DURING DESCENT. PLT STATED THAT ABOUT 20 MINS OUT FROM HIS DEST, THE OIL PRESS DECREASED INTO THE YELLOW ARC, BUT OIL TEMP AND CYL HEAD TEMP REMAINED NORMAL. DURING THE DESCENT, OIL PRESS DECREASED INTO THE RED AND THE ENG STARTED VIBRATING. SHORTLY THEREAFTER THE ENG SEIZED. INVESTIGATION REVEALED THAT THE #4 PISTON CONNECTING ROD HAD SEPARATED DUE TO OIL STARVATION, RESULTING IN SEVERE INTERNAL DAMAGE TO THE ENG. TWO QTS OF HEAVY, BLACK OIL WERE DRAINED FRM THE ENG. THE CAUSE OF THE OIL STARVATION WAS NOT DETERMINED DURING THE INVESTIGATION. THE PLTS STATED THAT THEY HAD DEPARTED 4.5 HRS PRIOR TO THE ACDT WITH SLIGHTLY OVER 5 QTS OF OIL IN THE ENG. ENG HAD BEEN OPERATED A TOTAL OF 320 HRS.

Brief of Accident (Continued)

File No. - 2174

10/08/87

KERRVILLE, TX

A/C Reg. No. N57257

Time (Lc1) - 1925 CDT

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation DESCENT - NORMAL

Finding(s)

1. ENGINE ASSEMBLY,CONNECTING ROD - FAILURE,TOTAL
 2. ENGINE ASSEMBLY,CONNECTING ROD - OVERTEMPERATURE
 3. FLUID,OIL - STARVATION
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH OBJECT
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

4. OBJECT - SIGN
 5. TERRAIN CONDITION - NONE SUITABLE
-

Occurrence #4 HARD LANDING
Phase of Operation LANDING - FLARE/TOUCHDOWN

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Factor(s) relating to this accident is/are finding(s) 4,5

Brief of Accident

File No. - 2173

10/16/87

REFUGIO, TX

A/C Reg. No. 9693B

Time (Lcl) - 0615 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

Injuries			
Fatal	Serious	Minor	None
Crew 1	0	0	0
Pass 2	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Fire
NONE

Crew 1
Pass 2

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2650
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - 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- 060/002 KTS
Visibility - 2.000 SM
Lowest Sky/Clouds - PART OBS
Lowest Ceiling - NONE
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - DAWN

Itinerary

Last Departure Point
ROCKPORT, TX
Destination
CORSICANA, TX

Airport Proximity
OFF AIRPORT/STRIP

Airport Data

Runway Ident - N/A
Runway Lth/Wid - N/A
Runway Surface - GRASS/TURF
Runway Status - WET

ATC/Airspace

Type of Flight Plan - NONE
Type of Clearance - NONE
Type Apch/Lndg - NONE

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)
PRIVATE
SE LAND

Age - 41

Biennial Flight Review

Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - NON-VALID MEDICAL

Flight Time (Hours)

Total - 251	Last 24 Hrs - UNK/NR
Make/Model- 83	Last 30 Days- UNK/NR
Instrument- UNK/NR	Last 90 Days- UNK/NR
Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PLT CONTINUED VFR FLT INTO WX THAT WAS IMC. THE ACFT IMPACTED THE TERRAIN IN AN EXTREMELY NOSE LOW ATTITUDE. THERE WAS NO RECORD OF THE PILOT RECEIVING ANY PRE-FLT OR IN FLIGHT WEATHER BRIEFINGS OR FORECASTS FOR THIS FLIGHT. A WITNESS REPORTED NORMAL (ALTHOUGH WAVERING) ENGINE SOUNDS JUST PRIOR TO THE AIRCRAFT CRASH.

Brief of Accident (Continued)

File No. - 2173

10/16/87

REFUGIO, TX

A/C Reg. No. 9693B

Time (Lc1) - 0615 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - DRIZZLE
2. WEATHER CONDITION - FOG
3. LIGHT CONDITION - DAWN
4. WEATHER FORECAST - NOT OBTAINED - PILOT IN COMMAND
5. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 LOSS OF CONTROL - IN FLIGHT
Phase of Operation CRUISE

Finding(s)

6. SPATIAL DISORIENTATION - PILOT IN COMMAND

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 5,6

Factor(s) relating to this accident is/are finding(s) 1,2,3,4

Brief of Accident

File No. - 2191 10/16/87 HOUSTON, TX A/C Reg. No. N3903W Time (Lc1) - 0845 CDT

-----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	IN FLIGHT	Pass 0	0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - PIPER PA-32-260	Eng Make/Model - LYCOMING O-540-E4B5	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 6	Rated Power - 260 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	HOUSTON, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	GENOA, TX	ANDRAU
Wind Dir/Speed- 080/003 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 15.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - N/A
Lowest Sky/Clouds - 8000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - DIRT
Lowest Ceiling - 25000 FT BROKEN	Type Apch/Lndg - FORCED LANDING	Runway Status - DRY
Obstructions to Vision- NONE		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 51	Medical Certificate - EXPIRED
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 700
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 DEVELOPED A FIRE IN THE ENG AREA DURING THE INITIAL CLIMB AFTER TAKEOFF. WHEN THE ENG LOST POWER THE PLT ATTEMPTED A LNDG IN A SMALL PARK. THE ACFT TOUCHED DOWN JUST SHORT OF A DRAINAGE DITCH AND COLLIDED WITH THE SLOPING EMBANKMENT ON THE OPPOSITE SIDE OF THE DITCH. POST ACC INSPECTION REVEALED A FAILED EXHAUST SYSTEM WHICH ALLOWED HOT EXHAUST GASES TO START A FIRE. THE EXHAUST PIPE FAILED FROM EXTENSIVE CORROSION.

Brief of Accident (Continued)

File No. - 2191

10/16/87

HOUSTON, TX

A/C Reg. No. N3903W

Time (Lcl) - 0845 CDT

Occurrence #1 FIRE
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. EXHAUST SYSTEM, STACK - FAILURE, TOTAL
2. AIRCRAFT PREFLIGHT - INADEQUATE - PILOT IN COMMAND
3. FUEL SYSTEM, PUMP - OVERTEMPERATURE

Occurrence #2 LOSS OF ENGINE POWER(TOTAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Occurrence #3 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #4 LOSS OF CONTROL - IN FLIGHT
Phase of Operation DESCENT - EMERGENCY

Finding(s)

4. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #5 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3,4

Factor(s) relating to this accident is/are finding(s) 5

Brief of Accident

File No. - 2172 10/22/87 LLANO, TX

A/C Reg. No. N9875B

Time (Lcl) - 2040 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
DESTROYED

	Fatal	Serious	Minor	None
Injuries				
Crew	1	0	0	0
Pass	1	0	0	0

Type of Operation -BUSINESS
Flight Conducted Under -14 CFR 91
Accident Occurred During -OTHER

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 172RG
Landing Gear - TRICYCLE-RETRACTABLE
Max Gross Wt - 2200
No. of Seats - 4

Eng Make/Model - LYCOMING O-360-F1A6
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 180 HP

ELT Installed/Activated - YES/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 - 3.000 SM
Lowest Sky/Clouds - 300 FT SCATTERED
Lowest Ceiling - 500 FT BROKEN
Obstructions to Vision- FOG
Precipitation - DRIZZLE
Condition of Light - NIGHT(DARK)

Itinerary

Last Departure Point
LUBBOCK, TX
Destination
SAN MARCOS, 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 - 39
Biennial Flight Review
Current - UNK/NR
Months Since - UNK/NR
Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)	
Total	- 5000
Make/Model-	UNK/NR
Instrument-	0
Last 24 Hrs	- UNK/NR
Last 30 Days-	UNK/NR
Last 90 Days-	UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT DEPARTED LUBBOCK, TEXAS IN VFR CONDITIONS. AS THE FLIGHT PROGRESSED THE CEILING AND VISIBILITY DETERIORATED AND THE PILOT ENCOUNTERED INSTRUMENT METEOROLOGICAL CONDITIONS. NO EVIDENCE WAS FOUND TO INDICATE THAT THE PILOT OBTAINED A WEATHER BRIEFING PRIOR TO DEPARTURE OR EN ROUTE. THE AIRCRAFT IMPACTED THE GROUND WITH THE LANDING GEARS AND WING FLAPS FULLY RETRACTED. FOLLOWING INITIAL IMPACT THE AIRCRAFT BOUNCED AND CONTACTED A LARGE TREE. POST ACC INVEST REVEALED NO PRE-IMPACT MALFUNCTIONS OF THE ACFT.

Brief of Accident (Continued)

File No. - 2172

10/22/87

LLANO, TX

A/C Reg. No. N9875B

Time (Lc1) - 2040 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
2. WEATHER CONDITION - DRIZZLE
3. WEATHER CONDITION - LOW CEILING
4. WEATHER SERVICE - NOT USED - PILOT IN COMMAND
5. WEATHER EVALUATION - POOR - PILOT IN COMMAND
6. VFR FLIGHT INTO IMC - PERFORMED - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT

Finding(s)

7. OBJECT - TREE(S)
8. LIGHT CONDITION - DARK NIGHT

-----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) 1,2,3,4,5,8

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2052 10/23/87 NEW CANEY, TX A/C Reg. No. N4870P Time (Lcl) - 1030 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage SUBSTANTIAL	Fatal	Injuries		
	Fire	Crew	Serious	Minor	None
Type of Operation -AERIAL OBSERVATION	NONE	Pass	0	0	1
Flight Conducted Under -14 CFR 91			0	0	0
Accident Occurred During -LANDING					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1200	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 115 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	BAYTOWN, TX	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	PORT ARTHUR, TX	Runway Ident - N/A
Wind Dir/Speed- 080/013 KTS	ATC/Airspace	Runway Lth/Wid - N/A
Visibility - 3.000 SM	Type of Flight Plan - NONE	Runway Surface - ASPHALT
Lowest Sky/Clouds - 500 FT	Type of Clearance - NONE	Runway Status - WET
Lowest Ceiling - 500 FT OVERCAST	Type Apch/Lndg - PRECAUTIONARY LANDING	
Obstructions to Vision- FOG		
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 - 3804
SE LAND, ME LAND	Months Since - 6	Last 24 Hrs - 11
	Aircraft Type - UNK/NR	Make/Model- 879
		Instrument- 89
		Multi-Eng - 53
		Last 30 Days- UNK/NR
		Last 90 Days- 705

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACFT TOOK OFF IN MARGINAL VFR CONDITIONS ON A PIPELINE PATROL FLT. EN ROUTE, THE PLT ENCOUNTERED DETERIORATING WX CONDITIONS AND EXPERIENCED A ROUGH RUNNING ENG, DUE TO WHAT HE SUSPECTED WAS CARB ICE. HIS ATTEMPTS TO REMEDY THE ROUGHNESS WERE UNSUCCESSFUL AND THE PLT ELECTED TO EXECUTE A PRECAUTIONARY LANDING TO A RURAL ROAD. DURING THE LANDING ROLL THE PLT ENCOUNTERED POOR BRAKING ACTION AND THE RIGHT WING STRUCK A ROAD SIGN CAUSING SUBSTANTIAL DAMAGE. A REVIEW OF THE ICING PROBABILITY CHARTS INDICATED THAT CARB ICING WAS POSSIBLE AT CRUISE OR LOWER POWER SETTINGS.

Brief of Accident (Continued)

File No. - 2052

10/23/87

NEW CANEY, TX

A/C Reg. No. N4870P

Time (Lcl) - 1030 CDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE - NORMAL

Finding(s)

1. WEATHER CONDITION - LOW CEILING
2. WEATHER CONDITION - FOG
3. WEATHER CONDITION - CARBURETOR ICING CONDITIONS
4. WEATHER EVALUATION - INADEQUATE - PILOT IN COMMAND

Occurrence #2 LOSS OF ENGINE POWER(PARTIAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

5. CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH OBJECT
Phase of Operation LANDING - ROLL

Finding(s)

6. OBJECT - SIGN
7. PRECAUTIONARY LANDING - PERFORMED - PILOT IN COMMAND
8. TERRAIN CONDITION - WET

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 4,5

Factor(s) relating to this accident is/are finding(s) 1,2,3,6

Brief of Accident

File No. - 2058 12/10/87 CONROE, TX A/C Reg. No. N4VK Time (Lcl) - 1445 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Injuries			
Type of Operation - PERSONAL	Fire NONE	Fatal	Serious	Minor	None
Flight Conducted Under -14 CFR 91	Crew	0	1	0	0
Accident Occurred During -DESCENT	Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - VARGA 2150A	Eng Make/Model - LYCOMING O-320-A2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - NO
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	CLEVELAND, TX	
Completeness - N/A	Destination	Airport Data
Basic Weather - VMC	SAME AS ACC/INC	MONTGOMERY COUNTY
Wind Dir/Speed- 240/007 KTS	ATC/Airspace	Runway Ident - 32
Visibility - 12.0 SM	Type of Flight Plan - NONE	Runway Lth/Wid - 5400/ 150
Lowest Sky/Clouds - 4000 FT SCATTERED	Type of Clearance - NONE	Runway Surface - ASPHALT
Lowest Ceiling - 8000 FT BROKEN	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 - 40	Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)
PRIVATE	Current - UNK/NR	Total - 167
SE LAND	Months Since - UNK/NR	Last 24 Hrs - 1
	Aircraft Type - UNK/NR	Make/Model- 5
		Instrument- 6
		Last 30 Days- UNK/NR
		Last 90 Days- 5
		Multi-Eng - 1

Instrument Rating(s) - NONE

-----Narrative-----

THE PILOT TOOK OFF FOR A SHORT FLIGHT WITHOUT BEING SURE OF HIS FUEL QUANTITY. HE WAS NOT ABLE TO LOCATE HIS DESTINATION WHICH WAS 32 NM FROM HIS DEPARTURE AIRPORT. THE ENGINE STOPPED AND THE PILOT ATTEMPTED A FORCED LANDING. DURING THE FORCED LANDING, THE AIRPLANE HIT TREES, UPRIGHT POSITION. INSPECTION FOUND THE FUEL TANK EMPTY AND NO LEAKS IN THE FUEL SYSTEM.

Brief of Accident (Continued)

File No. - 2058

12/10/87

CONROE, TX

A/C Reg. No. N4VK

Time (Lcl) - 1445 CST

Occurrence #1 LOSS OF ENGINE POWER(TOTAL) - NON-MECHANICAL
Phase of Operation CRUISE - NORMAL

Finding(s)

1. PREFLIGHT PLANNING/PREPARATION - INADEQUATE - PILOT IN COMMAND
 2. REFUELING - NOT PERFORMED - PILOT IN COMMAND
 3. IN-FLIGHT PLANNING/DECISION - INADEQUATE - PILOT IN COMMAND
 4. 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)

5. OBJECT - TREE(S)
-

Occurrence #4 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,4

Factor(s) relating to this accident is/are finding(s) 2,3

Brief of Accident

File No. - 2051 12/19/87 HARLINGEN, TX

A/C Reg. No. N8575

Time (Lcl) - 1033 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -DESCENT

Aircraft Damage
DESTROYED
Fire
ON GROUND

	Fatal	Serious	Minor	None
Crew	1	0	0	0
Pass	0	0	0	0

-----Aircraft Information-----

Make/Model - MESSERSCHMITT 109
Landing Gear - TAILWHEEL-RETRACTABLE MAINS
Max Gross Wt - UNK/NR
No. of Seats - 1

Eng Make/Model - ROLLS ROYCE 500-29
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 1490 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 150/025 KTS

Visibility - 7.0 SM

Lowest Sky/Clouds - 1200 FT SCATTERED

Lowest Ceiling - 2000 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 - VFR

Type of Clearance - VFR

Type Apch/Lndg - FORCED LANDING

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

RIO GRANDE VALLEY INT.

Runway Ident - 13

Runway Lth/Wid - 5950/ 150

Runway Surface - DIRT

Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

COMMERCIAL, ATP

SE LAND, ME LAND

Age - 53

Biennial Flight Review

Current - YES

Months Since - 7

Aircraft Type - UNK/NR

Medical Certificate - VALID MEDICAL-NO WAIVERS/LIMIT

Flight Time (Hours)

Total - 20000

Make/Model- 8

Instrument- UNK/NR

Multi-Eng - UNK/NR

Last 24 Hrs - UNK/NR

Last 30 Days- UNK/NR

Last 90 Days- 0

Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE SET OF FLOATS WHICH ALLOWS A HIGH FUEL FLOW IN THIS CARBURETOR FOR HIGH POWER SETTINGS USED FOR TAKEOFF, CLIMB, ETC., HAD CRACKED AND SWOLLEN TO SUCH AN EXTENT THAT THEY WERE RUBBING AGAINST THE FLOAT CHAMBER WALLS AND FLOAT CHAMBER SHROUD TUBES. THIS INTERFERENCE PREVENTED ADEQUATE FUEL FLOW FOR HIGH POWER OPERATION OF THE ENGINE DURING THE TAKEOFF CLIMB WHICH TERMINATED IN THE ACCIDENT. THERE WERE NO ENTRIES IN THE MAINTENANCE LOGS WHICH INDICATED ANY MAINTENANCE OR INTERNAL EXAMINATION OF THE CARBURETOR SINCE THE AIRCRAFT WAS NEW (1959).

Brief of Accident (Continued)

File No. - 2051

12/19/87

HARLINGEN, TX

A/C Reg. No. N8575

Time (Lc1) - 1033 CST

Occurrence #1 LOSS OF ENGINE POWER(PARTIAL) - MECH FAILURE/MALF
Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. FUEL SYSTEM, CARBURETOR FLOAT - DETERIORATED
 2. FUEL SYSTEM, CARBURETOR FLOAT - MOVEMENT RESTRICTED
-

Occurrence #2 FORCED LANDING
Phase of Operation DESCENT - EMERGENCY

Occurrence #3 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - EMERGENCY

Finding(s)

3. AIRSPEED(VS) - NOT MAINTAINED - PILOT IN COMMAND
-

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2,3

Brief of Accident

File No. - 2149 12/21/87 MISSING,UN A/C Reg. No. N757EQ Time (Lcl) - UNK/NR

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	Fatal	Injuries		
Type of Operation - PERSONAL	Fire	Crew 1	Serious 0	Minor 0	None 0
Flight Conducted Under -14 CFR 91	NONE	Pass 0	0	0	0
Accident Occurred During -UNKNOWN					

-----Aircraft Information-----

Make/Model - CESSNA 152	Eng Make/Model - LYCOMING O-235-L2C	ELT Installed/Activated - YES-UNK/NR
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 1670	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 2	Rated Power - 110 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - NO RECORD OF BRIEFING	Last Departure Point	OFF AIRPORT/STRIP
Method - N/A	LA ROMANA	
Completeness - N/A	Destination	Airport Data
Basic Weather - UNK/NR	SAN JUAN,PR	Runway Ident - N/A
Wind Dir/Speed- 130/009 KTS		Runway Lth/Wid - N/A
Visibility - 15.0 SM	ATC/Airspace	Runway Surface - N/A
Lowest Sky/Clouds - 2000 FT SCATTERED	Type of Flight Plan - VFR	Runway Status - N/A
Lowest Ceiling - NONE	Type of Clearance - VFR	
Obstructions to Vision- NONE	Type Apch/Lndg - 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 - YES	Total - 975
SE LAND	Months Since - 9	Make/Model- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR
		Multi-Eng - UNK/NR
		Last 24 Hrs - UNK/NR
		Last 30 Days- UNK/NR
		Last 90 Days- UNK/NR
		Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ACCORDING TO THE OPERATOR THE ACFT DEPARTED SAN JUAN, PR ON A CROSS COUNTRY FLIGHT TO LA ROMANA. THE ACFT ARRIVED THERE & DROPPED THE STUDENT OFF & THE PLT DEPARTED AT ABOUT 1400 AST ON HIS RETURN TRIP TO SAN JUAN. THE ACFT DID NOT ARRIVE AT IT'S DESTINATION & A SEARCH BY THE U.S. COAST GUARD & THE CIVIL AIR PATROL WAS INITIATED. THE RESULTS OF THE SEARCH HAVE BEEN NEGATIVE. DAMAGE AND INJURY INDEX PRESUMED.

Brief of Accident (Continued)

File No. - 2149

12/21/87

MISSING,UN

A/C Reg. No. N757EQ

Time (Lcl) - UNK/NR

Occurrence #1 MISSING AIRCRAFT
Phase of Operation UNKNOWN

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. - 2106 7/06/87 ABINGDON, VA A/C Reg. No. N19SM Time (Lcl) - 1100 EDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED		Injuries		
Type of Operation - PERSONAL	Fire	Crew	Fatal	Serious	Minor
Flight Conducted Under -14 CFR 91	ON GROUND	Pass	1	0	0
Accident Occurred During -CRUISE			0	0	0

-----Aircraft Information-----

Make/Model - GRUMMAN AA-5B	Eng Make/Model - LYCOMING O-360-A4K	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-FIXED	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 2400	Engine Type - RECIPROCATING-CARBURETOR	
No. of Seats - 4	Rated Power - 180 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - IN PERSON	BRISTOL, TN	
Completeness - FULL	Destination	Airport Data
Basic Weather - IMC	PITTSBURGH, PA	
Wind Dir/Speed- 100/004 KTS	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 - 1000 FT	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - NONE		
Condition of Light - DAYLIGHT		

-----Personnel Information-----

Pilot-In-Command	Age - 49	Medical Certificate - UNK/NR	
Certificate(s)/Rating(s)	Biennial Flight Review	Flight Time (Hours)	
PRIVATE	Current - UNK/NR	Total - 308	Last 24 Hrs - UNK/NR
SE LAND	Months Since - UNK/NR	Make/Model- UNK/NR	Last 30 Days- UNK/NR
	Aircraft Type - UNK/NR	Instrument- UNK/NR	Last 90 Days- UNK/NR
		Multi-Eng - UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

FSS ADVISED THE PLT THAT VFR FLIGHT WAS NOT RECOMMENDED DUE TO OBSCURED MOUNTAINS ALONG THE FLIGHT ROUTE. THERE ALSO WERE THUNDERSHOWERS WEST OF THE FLIGHT ROUTE. THE PLT SAID HE HAD TO LEAVE TO STAY AHEAD OF THE THUNDERSHOWERS. HE SAID THAT HE WOULD FLY THE VALLEY ROUTE BETWEEN BRISTOL AND ROANOKE, VA AND THEN DIRECT TO HIS DESTINATION. THE ACFT DEPARTED ABOUT 45 MINS LATER AND CLIMBED TO 2800 FT MSL AND HEADED NE BEFORE RADAR SERVICE WAS TERMINATED. ABOUT 10 MINS AFTERWARDS A WITNESS HEARD THE ACFT HIT A FOG COVERED MOUNTAIN ABOUT 26 MILES NE OF THE DEPARTURE ARPT. THE ACFT HIT THE MOUNTAIN AT AN ELEVATION OF ABOUT 3900 FT. THE GLADE SPRING VOR IS ON THE MOUNTAIN AND THE ACFT WRECKAGE WAS ABOUT ONE-QUARTER MI AWAY FROM IT.

Brief of Accident (Continued)

File No. - 2106

7/06/87

ABINGDON,VA

A/C Reg. No. N19SM

Time (Lc1) - 1100 EDT

Occurrence #1 IN FLIGHT ENCOUNTER WITH WEATHER
Phase of Operation CRUISE

Finding(s)

1. WEATHER CONDITION - FOG
 2. FLIGHT INTO KNOWN ADVERSE WEATHER - INITIATED - PILOT IN COMMAND
 3. OVER CONFIDENCE IN PERSONAL ABILITY - PILOT IN COMMAND
 4. VFR FLIGHT INTO IMC - CONTINUED - PILOT IN COMMAND
-

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation CRUISE - NORMAL

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) 2,4

Factor(s) relating to this accident is/are finding(s) 1,3,5

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2109 10/25/87 FRONT ROYAL, VA A/C Reg. No. N756KP Time (Lcl) - 1538 EST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)		Aircraft Damage		Injuries			
Type of Operation	-PERSONAL	MINOR		Fatal	Serious	Minor	None
Flight Conducted Under	-14 CFR 91	Fire	Crew	0	0	0	1
Accident Occurred During	-APPROACH	NONE	Pass	0	0	0	0
			Other	0	0	1	0

-----Aircraft Information-----

Make/Model	- CESSNA U-206	Eng Make/Model	- CONTINENTAL IO-520	ELT Installed/Activated	- YES/NO
Landing Gear	- TRICYCLE-FIXED	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-----

<p>Weather Data</p> <p>Wx Briefing - FSS</p> <p>Method - IN PERSON</p> <p>Completeness - WEATHER NOT PERTINENT</p> <p>Basic Weather - VMC</p> <p>Wind Dir/Speed- CALM</p> <p>Visibility - 15.0 SM</p> <p>Lowest Sky/Clouds - UNK/NR</p> <p>Lowest Ceiling - 8500 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>LEESBURG, VA</p> <p>Destination</p> <p>LOCAL</p> <p>ATC/Airspace</p> <p>Type of Flight Plan - NONE</p> <p>Type of Clearance - NONE</p> <p>Type Apch/Lndg - TRAFFIC PATTERN</p>	<p>Airport Proximity</p> <p>OFF AIRPORT/STRIP</p> <p>Airport Data</p> <p>FRONT ROYAL WARREN CNTY</p> <p>Runway Ident - 27</p> <p>Runway Lth/Wid - 3019/ 50</p> <p>Runway Surface - ASPHALT</p> <p>Runway Status - DRY</p>
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-----Personnel Information-----

<p>Pilot-In-Command</p> <p>Certificate(s)/Rating(s)</p> <p>COMMERCIAL, ATP, CFI</p> <p>SE LAND, ME LAND</p>	<p>Age - 44</p> <p>Biennial Flight Review</p> <p>Current - YES</p> <p>Months Since - 1</p> <p>Aircraft Type - C-206</p>	<p>Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT</p> <p>Flight Time (Hours)</p> <p>Total - 2750</p> <p>Make/Model- 194</p> <p>Instrument- 234</p> <p>Multi-Eng - 258</p> <p>Last 24 Hrs - 1</p> <p>Last 30 Days- UNK/NR</p> <p>Last 90 Days- 8</p>
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Instrument Rating(s) - AIRPLANE

-----Narrative-----

THE AIRCRAFT WAS INVOLVED IN A MIDAIR COLLISION WITH N95707 A CESSNA 152 AIRCRAFT, WHILE BOTH AIRCRAFT WERE ON THE FINAL APPROACH TO RUNWAY 27 AT THE UNCONTROLLED FRONT ROYAL, VA AIRPORT. EXCELLENT VFR WEATHER PREVAILED WITH 15 MILES VISIBILITY REPORTED. NEITHER PILOT WAS IN POSITION TO OBSERVE THE OTHER AIRCRAFT AT THE TIME OF THE COLLISION BUT BOTH HAD BEEN IN POSITION TO OBSERVE THE OTHER BEFORE TURNING ONTO THE FINAL APPROACHES. N756KP MADE A SAFE LANDING AT THE DULLES INTERNATIONAL AIRPORT. N95707 EXPERIENCED A LOSS OF ELEVATOR CONTROL AND THE AIRCRAFT MADE AN UNCONTROLLED DESCENT INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 2109

10/25/87

FRONT ROYAL, VA

A/C Reg. No. N756KP

Time (Lcl) - 1538 EST

Occurrence #1

MIDAIR COLLISION

Phase of Operation

APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND

2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Brief of Accident

File No. - 2109 10/25/87 FRONT ROYAL, VA A/C Reg. No. N95707 Time (Lcl) - 1538 EST

-----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	0	0
Other	0	0	0	0	1

Type of Operation -INSTRUCTIONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -APPROACH

Fire
NONE

-----Aircraft Information-----

Make/Model - CESSNA 152
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 1670
No. of Seats - 2

Eng Make/Model - LYCOMING O-235
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 110 HP

ELT Installed/Activated - YES-UNK/NR
Stall Warning System - YES

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING
Method - N/A
Completeness - N/A
Basic Weather - VMC
Wind Dir/Speed- CALM
Visibility - 15.0 SM
Lowest Sky/Clouds - UNK/NR
Lowest Ceiling - 8500 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

Airport Proximity

OFF AIRPORT/STRIP

Airport Data

FRONT ROYAL-WARREN CNTY
Runway Ident - 27
Runway Lth/Wid - 3019/ 50
Runway Surface - ASPHALT
Runway Status - DRY

-----Personnel Information-----

Pilot-In-Command
Certificate(s)/Rating(s)
STUDENT

Age - 18
Biennial Flight Review
Current - N/A
Months Since - N/A
Aircraft Type - N/A

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT
Flight Time (Hours)

Total	- 37	Last 24 Hrs - UNK/NR
Make/Model-	UNK/NR	Last 30 Days- UNK/NR
Instrument-	UNK/NR	Last 90 Days- UNK/NR
Multi-Eng -	UNK/NR	Rotorcraft - UNK/NR

Instrument Rating(s) - NONE

-----Narrative-----

THE AIRCRAFT WAS INVOLVED IN A MIDAIR COLLISION WITH N756KP, A CESSNA U206 AIRCRAFT, WHILE BOTH AIRCRAFT WERE ON THE FINAL APPROACH TO RUNWAY 27 AT THE UNCONTROLLED FRONT ROYAL, VA AIRPORT. EXCELLENT VFR WEATHER PREVAILED WITH 15 MILES VISIBILITY REPORTED. NEITHER PILOT WAS IN POSITION TO OBSERVE THE OTHER AIRCRAFT AT THE TIME OF THE COLLISION BUT BOTH HAD BEEN IN POSITION TO OBSERVE THE OTHER BEFORE TURNING ONTO THE FINAL APPROACHES. N756KP MADE A SAFE LANDING AT THE DULLES INTERNATIONAL AIRPORT. N95707 EXPERIENCED A LOSS OF ELEVATOR CONTROL AND THE AIRCRAFT MADE AN UNCONTROLLED DESCENT INTO THE TERRAIN.

Brief of Accident (Continued)

File No. - 2109

10/25/87

FRONT ROYAL, VA

A/C Reg. No. N95707

Time (Lcl) - 1538 EST

Occurrence #1 MIDAIR COLLISION
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)
1. VISUAL LOOKOUT - INADEQUATE - PILOT IN COMMAND
2. VISUAL LOOKOUT - INADEQUATE - PILOT OF OTHER AIRCRAFT

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation DESCENT - UNCONTROLLED

Finding(s)
3. FLIGHT CONTROL, ELEVATOR SURFACE - SEPARATION
4. FLT CONTROL SYST, ELEVATOR CONTROL - LOSS, TOTAL

----Probable Cause----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1,2

Factor(s) relating to this accident is/are finding(s) 3,4

National Transportation Safety Board
Washington, D.C. 20594

Brief of Accident

File No. - 2012 7/03/87 COTTAGE GROVE,WI A/C Reg. No. N169AF Time (Lcl) - 1220 CDT

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)

Aircraft Damage
SUBSTANTIAL

Injuries			
Fatal	Serious	Minor	None
0	0	0	1
0	0	0	0

Type of Operation -PERSONAL
Flight Conducted Under -14 CFR 91
Accident Occurred During -LANDING

Fire Crew Fatal
NONE Pass 0

-----Aircraft Information-----

Make/Model - UNKNOWN AVID FLYER
Landing Gear - TRICYCLE-FIXED
Max Gross Wt - 850
No. of Seats - 2

Eng Make/Model - CUYUNA UL43ORR
Number Engines - 1
Engine Type - RECIPROCATING-CARBURETOR
Rated Power - 43 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- 300/005 KTS

Visibility - 10.0 SM

Lowest Sky/Clouds - 4500 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

SAME AS ACC/INC

Destination

LOCAL

Airport Proximity

ON AIRPORT

Airport Data

BLACKHAWK FLD.

Runway Ident - 27

Runway Lth/Wid - 2600/ 40

Runway Surface - ASPHALT

Runway Status - DRY

ATC/Airspace

Type of Flight Plan - NONE

Type of Clearance - NONE

Type Apch/Lndg - STRAIGHT-IN

-----Personnel Information-----

Pilot-In-Command

Certificate(s)/Rating(s)

PRIVATE

SE LAND

Age - 34

Biennial Flight Review

Current - YES

Months Since - 10

Aircraft Type - PA-28

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 168 Last 24 Hrs - 2

Make/Model- 2 Last 30 Days- 2

Instrument- 4 Last 90 Days- 2

Instrument Rating(s) - NONE

-----Narrative-----

ON RETURN FROM THE SECOND TEST FLIGHT IN THE EXPERIMENTAL AIRCRAFT, THE PILOT FAILED TO MAINTAIN THE PROPER DESCENT RATE ON SHORT FINAL. AN ATTEMPT TO ADD POWER TO CORRECT THE SITUATION WAS UNSUCCESSFUL, AND THE AIRCRAFT TOUCHED DOWN ON A HIGHWAY SHORT OF THE RUNWAY. IT THEN BOUNCED AND VEERED TO THE RIGHT AND CAME TO A REST ON THE RIGHT SIDE OF THE RUNWAY.

Brief of Accident (Continued)

File No. - 2012

7/03/87

COTTAGE GROVE, WI

A/C Reg. No. N169AF

Time (Lcl) - 1220 CDT

Occurrence #1 UNDERSHOOT
Phase of Operation APPROACH - VFR PATTERN - FINAL APPROACH

Finding(s)

1. PROPER DESCENT RATE - NOT MAINTAINED - PILOT IN COMMAND
2. LACK OF TOTAL EXPERIENCE IN TYPE OPERATION - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - FLARE/TOUCHDOWN

Finding(s)

3. TERRAIN CONDITION - ROADWAY/HIGHWAY
4. PROPER TOUCHDOWN POINT - NOT ATTAINED - PILOT IN COMMAND

Occurrence #3 ON GROUND COLLISION WITH TERRAIN/WATER
Phase of Operation LANDING - ROLL

Finding(s)

5. TERRAIN CONDITION - RUNWAY

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 1

Factor(s) relating to this accident is/are finding(s) 2,4

Brief of Accident

File No. - 2160

10/01/87

DELEVAN,WI

A/C Reg. No. N1173V

Time (Lcl) - 1030 CDT

-----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	0	0

Type of Operation -PERSONAL

Flight Conducted Under -14 CFR 91

Accident Occurred During -TAKEOFF

Fire
NONE

-----Aircraft Information-----

Make/Model - GRUMMAN G-44

Landing Gear - AMPHIBIAN

Max Gross Wt - 4400

No. of Seats - 5

Eng Make/Model - LYCOMING G0-480-BID

Number Engines - 2

Engine Type - RECIPROCATING-CARBURETOR

Rated Power - 270 HP

ELT Installed/Activated - YES-UNK/NR

Stall Warning System - NO

-----Environment/Operations Information-----

Weather Data

Wx Briefing - NO RECORD OF BRIEFING

Method - N/A

Completeness - N/A

Basic Weather - VMC

Wind Dir/Speed- 230/025 KTS

Visibility - 12.0 SM

Lowest Sky/Clouds - 10000 FT SCATTERED

Lowest Ceiling - NONE

Obstructions to Vision- NONE

Precipitation - NONE

Condition of Light - DAYLIGHT

Itinerary

Last Departure Point

DELEVAN,WI

Destination

MILWAUKEE,WI

Airport Proximity

ON AIRPORT

Airport Data

LAKE LAWN

Runway Ident - 18

Runway Lth/Wid - 4400/ 80

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,ME LAND,SE SEA,ME SEA

Age - 84

Biennial Flight Review

Current - YES

Months Since - 5

Aircraft Type - PA-23

Medical Certificate - VALID MEDICAL-WAIVERS/LIMIT

Flight Time (Hours)

Total - 8962 Last 24 Hrs - 2

Make/Model- UNK/NR Last 30 Days- 2

Instrument- UNK/NR Last 90 Days- 2

Multi-Eng - UNK/NR Rotorcraft - UNK/NR

Instrument Rating(s) - AIRPLANE

-----Narrative-----

ON INITIAL TAKEOFF ROLL THE AIRCRAFT EXPERIENCED A LOSS OF CONTROL IN A STRONG CROSSWIND, DEPARTED THE RUNWAY TO THE LEFT, STRUCK A TREE LINE AND OVER TURNED.

Brief of Accident (Continued)

File No. - 2160

10/01/87

DELEVAN,WI

A/C Reg. No. N1173V

Time (Lcl) - 1030 CDT

Occurrence #1 LOSS OF CONTROL - ON GROUND
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

1. WEATHER CONDITION - CROSSWIND
 2. COMPENSATION FOR WIND CONDITIONS - INADEQUATE - PILOT IN COMMAND
 3. WEATHER CONDITION - GUSTS
-

Occurrence #2 ON GROUND COLLISION WITH OBJECT
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

4. OBJECT - TREE(S)
-

Occurrence #3 NOSE OVER
Phase of Operation TAKEOFF - GROUND RUN

Finding(s)

5. TERRAIN CONDITION - ROUGH/UNEVEN
-

-----Probable Cause-----

The National Transportation Safety Board determines that the Probable Cause(s) of this accident is/are finding(s) 2

Factor(s) relating to this accident is/are finding(s) 1,3,4,5

Brief of Accident

File No. - 2170 11/30/87 WAUKESHA,WI A/C Reg. No. N6679J Time (Lcl) - 1609 CST

-----Basic Information-----

Type Operating Certificate-NONE (GENERAL AVIATION)	Aircraft Damage DESTROYED	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 -DESCENT	Crew	0	1	0	0
	Pass	0			

-----Aircraft Information-----

Make/Model - BEECH V35B	Eng Make/Model - CONTINENTAL IO-520	ELT Installed/Activated - YES/NO
Landing Gear - TRICYCLE-RETRACTABLE	Number Engines - 1	Stall Warning System - YES
Max Gross Wt - 3400	Engine Type - RECIP-FUEL INJECTED	
No. of Seats - 4	Rated Power - 285 HP	

-----Environment/Operations Information-----

Weather Data	Itinerary	Airport Proximity
Wx Briefing - FSS	Last Departure Point	OFF AIRPORT/STRIP
Method - TELEPHONE	SAME AS ACC/INC	
Completeness - UNK/NR	Destination	Airport Data
Basic Weather - IMC	SUPERIOR,WI	WAUKESHA CITY AIRPORT
Wind Dir/Speed- 320/005 KTS	ATC/Airspace	Runway Ident - N/A
Visibility - 1.000 SM	Type of Flight Plan - IFR	Runway Lth/Wid - N/A
Lowest Sky/Clouds - N/A	Type of Clearance - IFR	Runway Surface - N/A
Lowest Ceiling - 800 FT OVERCAST	Type Apch/Lndg - NONE	Runway Status - N/A
Obstructions to Vision- FOG		
Precipitation - SNOW		
Condition of Light - DUSK		

-----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 - 3711
SE LAND	Months Since - 12	Make/Model- 3711
	Aircraft Type - B-35	Instrument- 409
		Last 24 Hrs - 2
		Last 30 Days- 30
		Last 90 Days- 85

Instrument Rating(s) - AIRPLANE

-----Narrative-----

SHORTLY AFTER LIFTOFF IN IMC, THE ACFT DESCENDED TO THE GROUND. THE PLT HAD BEEN CLEARED FOR A RT TURN BUT THE CONTROLLER NOTICED THE ACFT TURNING LEFT AT ABOUT 50 FT AGL. THE PLT LATER COULD NOT STOP THE DRIFTING TO THE LEFT. THE LNDG GEAR WAS RAISED AND THE PLT SAID HE LOWERED THE NOSE TO INCREASE AIRSPEED. THE ACFT BANKED LEFT BUT THE PLT SAID HE LEVELED THE WINGS PRIOR TO GROUND IMPACT. THE ACFT NEVER REACHED THE DEPARTURE END OF THE RWY AND CRASHED 250 YARDS FROM THE SIDE OF THE RWY. EXAMINATION OF THE CONTROL SYSTEM DID NOT REVEAL EVIDENCE OF MALFUNCTION.

Brief of Accident (Continued)

File No. - 2170

11/30/87

WAUKESHA, WI

A/C Reg. No. N6679J

Time (Lcl) - 1609 CST

Occurrence #1 LOSS OF CONTROL - IN FLIGHT

Phase of Operation TAKEOFF - INITIAL CLIMB

Finding(s)

1. PROPER CLIMB RATE - NOT MAINTAINED - PILOT IN COMMAND
2. DESCENT - UNCONTROLLED -
3. WEATHER CONDITION - FOG
4. SPATIAL DISORIENTATION - PILOT IN COMMAND
5. FLIGHT CONTROLS - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2 IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation DESCENT - UNCONTROLLED

Finding(s)

6. TERRAIN CONDITION - UPHILL
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) 1,4,5

Factor(s) relating to this accident is/are finding(s) 3,6,7



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